

GEISER MACHINERY

1913

EMERSON-BRANTINGHAM IMPLEMENT CO.

ROCKFORD,

(INCORPORATED)

ILLINOIS.

1913

CATALOGUE OF

GEISER
"PEERLESS" MACHINERY

BRANCH HOUSES:

Baltimore, Md.
Billings, Mont.
Brandon, Man.
Calgary, Alb.
Columbus, Ohio.
Dallas, Tex.
Denver, Colo.
Des Moines, Iowa.
Easton, Md.
Edmonton, Alb.
Fargo, N. D.
Great Falls, Mont.
Harrisburg, Pa.

Indianapolis, Ind.
Kansas City, Mo.
Lake Charles, La.
Lansing, Mich.
Lethbridge, Alb.
Lincoln, Neb.
Minneapolis, Minn.
Nashville, Tenn.
Oklahoma City, Okla.
Omaha, Neb.
Peoria, Ill.
Regina, Sask.

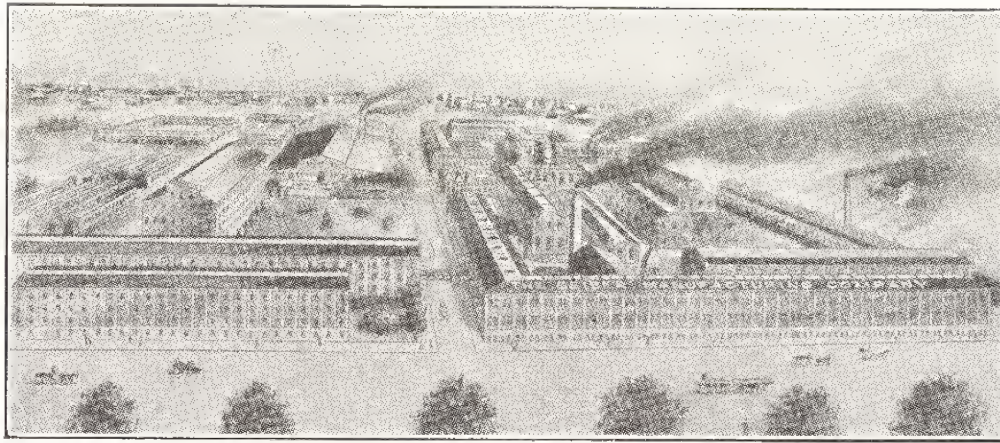
Rockford, Ill.
Salisbury, N. C.
Saskatoon, Sask.
Sioux Falls, S. D.
Spokane, Wash.
Springfield, Mo.
St. Louis, Mo.
Swift Current, Sask.
Toledo, Ohio.
Trenton, N. J.
Wichita, Kan.
Williamsport, Pa.
Winnipeg, Man.
Yorkton, Sask.

WAYNESBORO, Franklin County, PENNSYLVANIA, U. S. A.

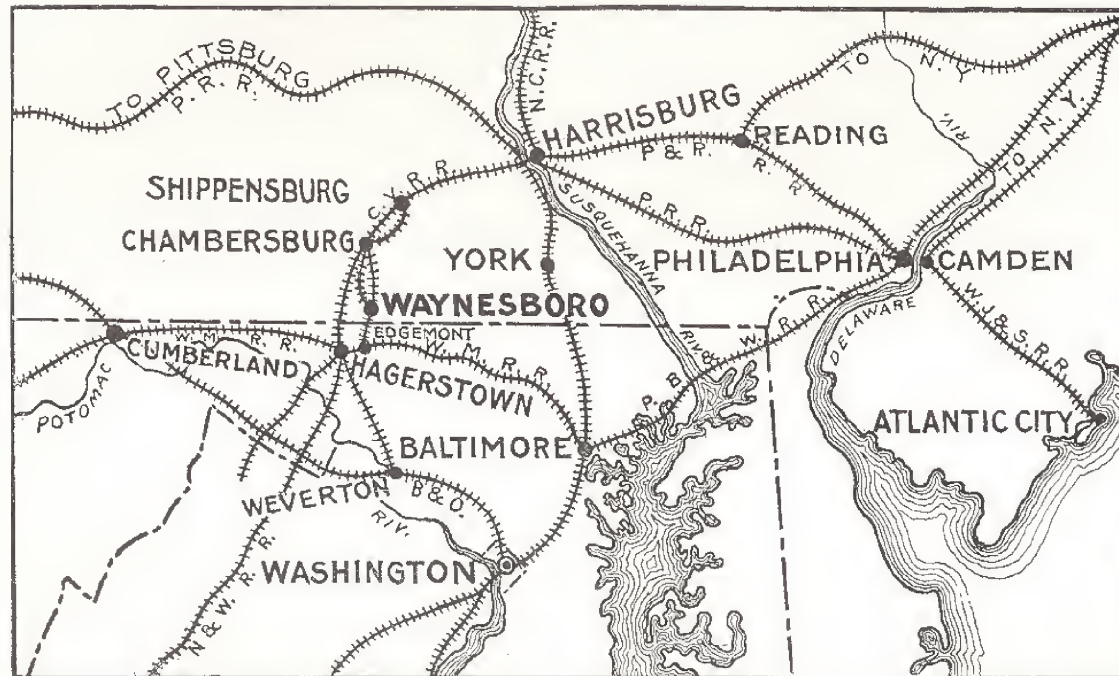
Emerson-Brantingham Implement Co.

(INCORPORATED)

ROCKFORD, ILL.

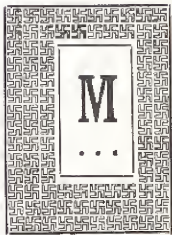


STEAM ENGINE AND THRESHER PLANT, WAYNESBORO, PA.



MAP SHOWS LOCATION OF WAYNESBORO AND SURROUNDING CITIES AND TOWNS.

FOREWORD

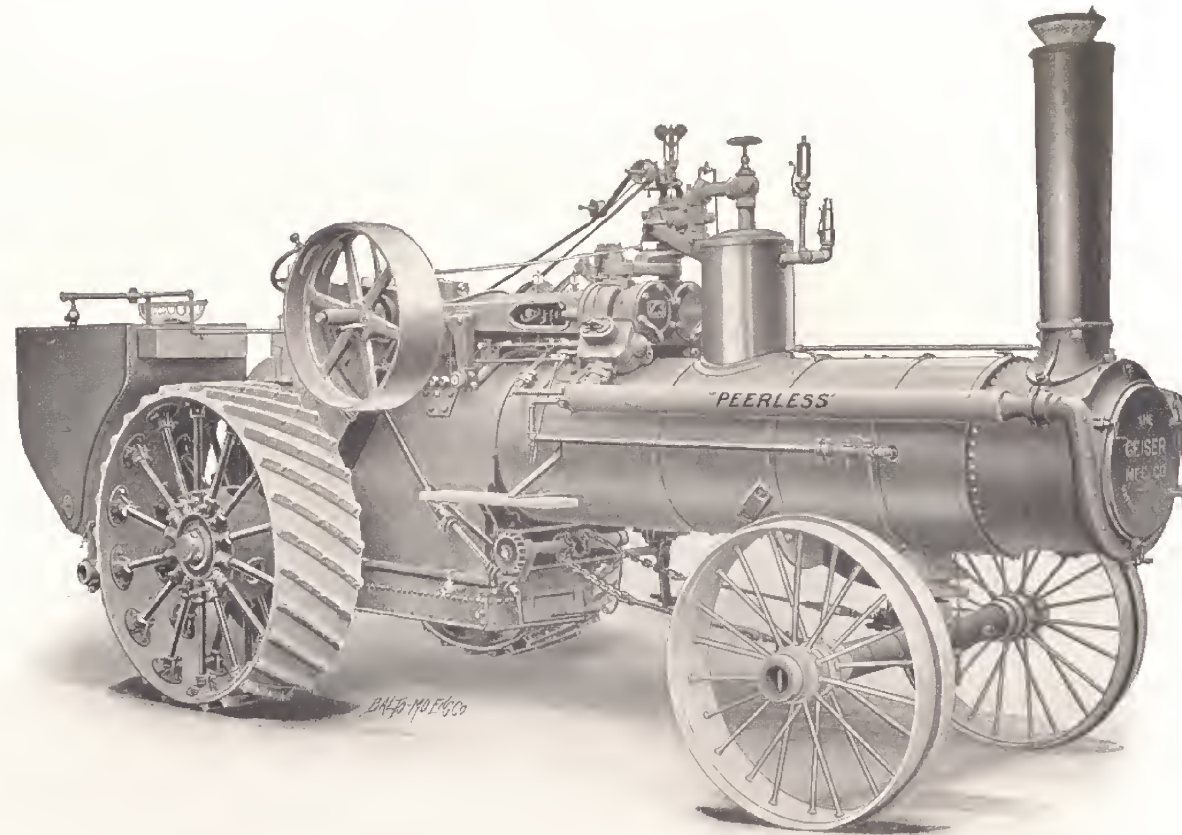


METHODS of production today are such as to demand farm machinery capable of a wide range of capacity and power. Not only must a machine be able to stand up under a long steady grind of heavy work, but it must be ready to do an extraordinary amount of work in a limited time.

With a thorough appreciation of the demands of farm power users we, as builders, have ever concentrated our energies to producing the best line of Heavy Power Farm Machinery possible. The result is that Geiser Engines, Threshers, Clover Hullers, Saw Mills, Balers and Road Rollers are recognized as the most perfect for their purpose.

Since the issue of the former Geiser Catalog, the Geiser Works has become a part of the Emerson-Brantingham organization, an event which emphasizes the high esteem in which Geiser Machinery is held, not only by farm power users, but by the Farm Machinery Trade.

This affiliation not only assures the same perfection in construction and material, but brings about a massing of a gigantic body of skilled farm machinery specialists which will result in an even greater Geiser line.



OUR Z-3 40 H. P. "PEERLESS" SPECIAL HEAVY DUTY LOCOMOTIVE.

Double Cylinder.

Double Drive.

Encased Gearing.

This engine is built especially for heavy work, such as hauling logs, lumber and ore, road building, contractor's use, plowing, etc.

The engine has two cylinders. The drive wheels are six feet in diameter, and are made entirely of iron and steel. Spokes are made of solid steel and each wheel is equipped with two rows of such spokes. The tires are $\frac{3}{8}$ inch thick.

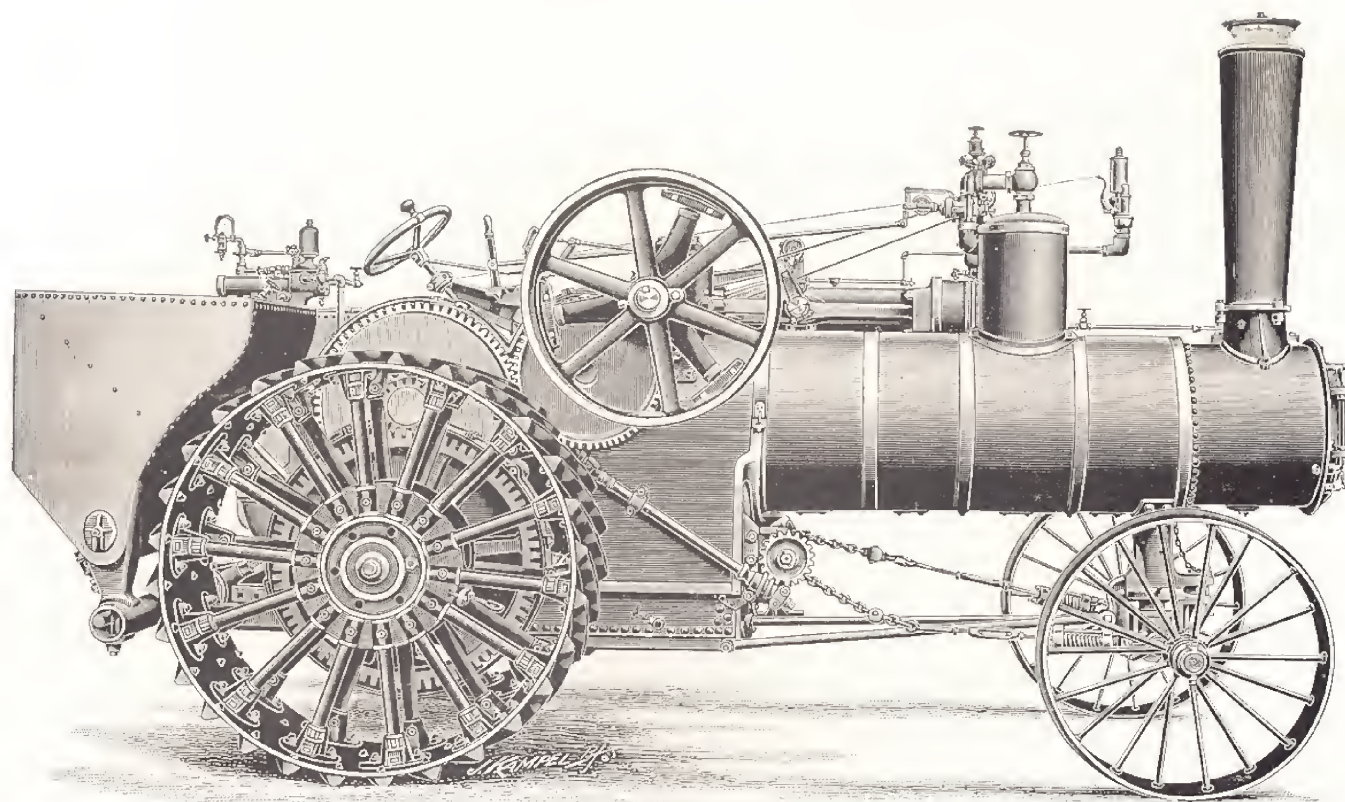
The driving wheel axle is 7 inches in diameter, and the counter shaft is 6 inches in diameter. The front axle is of extra double heavy pipe, which is $6\frac{1}{2}$ inches outside diameter and $4\frac{1}{2}$ inches inside diameter. The king post is of an entirely new pattern, its base in the length direction of the boiler is three feet, and on account of this length the brace rods from the fire box to the king post are entirely dispensed with.

The engine shaft pinion, the intermediate wheel and the counter wheel have six inch face. The master wheel and the master wheel pinion have 7 inch face. The gear wheels are made from machine-cut patterns, and are enclosed in casings making them as near dust proof as possible.

No friction clutch is used on this engine.

The compensating gear used on all of our Traction Engines consists entirely of spur gears.

On the engine are mounted two water tanks, with a combined capacity of 540 gallons, and a coal box of about 1000 lbs. capacity, is attached to the engine right below the fire door.



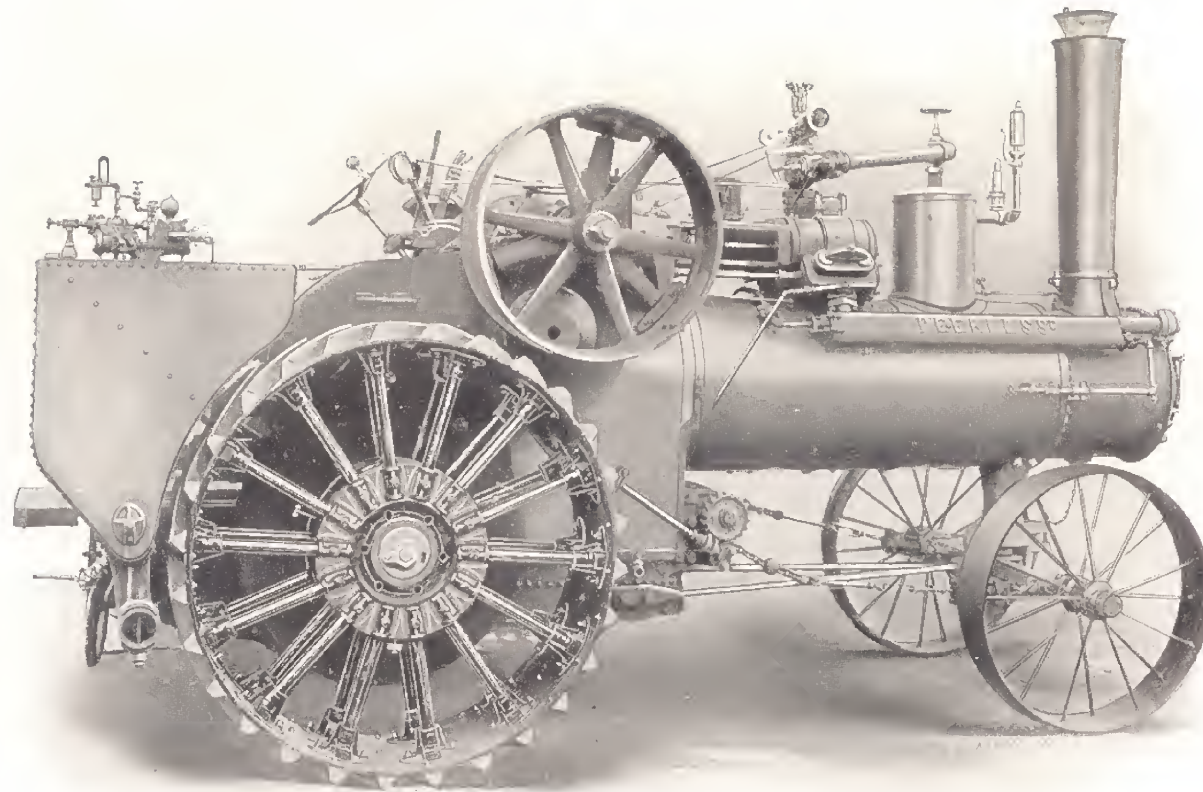
Our Z-1 25 H. P. Single-Cylinder, Double-Drive, Wood or Coal Burning Traction Engine—Right Hand View.

OUR DOUBLE DRIVE HAULING ENGINES

Are especially designed and built for heavy draft. The principal weight is on the great drive wheels, the axle of which runs clear across the rear end of the boiler. All parts are made especially big and strong, and have anti-friction bearings.

The 25 H. P. has cylinder, 10-inch bore, 10-inch stroke. Fly wheel is 24 inches in diameter with 12-inch face. Revolutions, 260. Diameter of rear wheels, 66 inches. Width of tire on rear wheels, 24 inches. Diameter of front wheels, 46 inches. Width of tire on front wheels, 10 inches.

Get our Prices Before Buying.

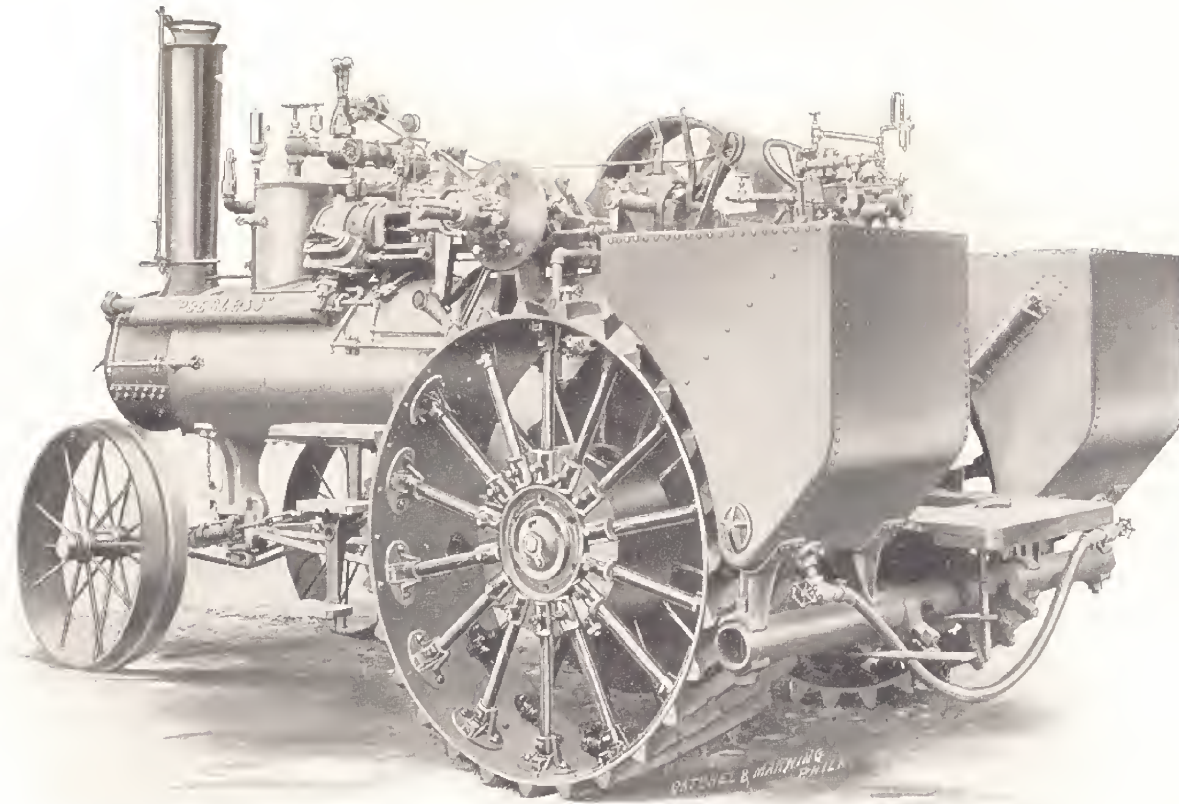


Our U-1-20 H. P. Double Cylinder, Double-Drive, Wood or Coal Burning Traction Engine—Right Hand View.

Has two cylinders, $6\frac{1}{2}$ -inch bore, 10-inch stroke, fly wheel is 42 inches in diameter with 12 inch face. Revolutions 260. Diameter of rear wheels, 66 inches, width of tire on rear wheel 24 inches. Diameter of front wheels 46 inches. Width of tire on front wheels 10 inches.

OUR DOUBLE CYLINDER, DOUBLE DRIVE HAULING ENGINES.

Are especially designed and built for heavy draft. The principal weight is on the great drive wheels, the axle of which runs clear across the rear end of the boiler. All parts are made especially big and strong, and have anti-friction-bearings.

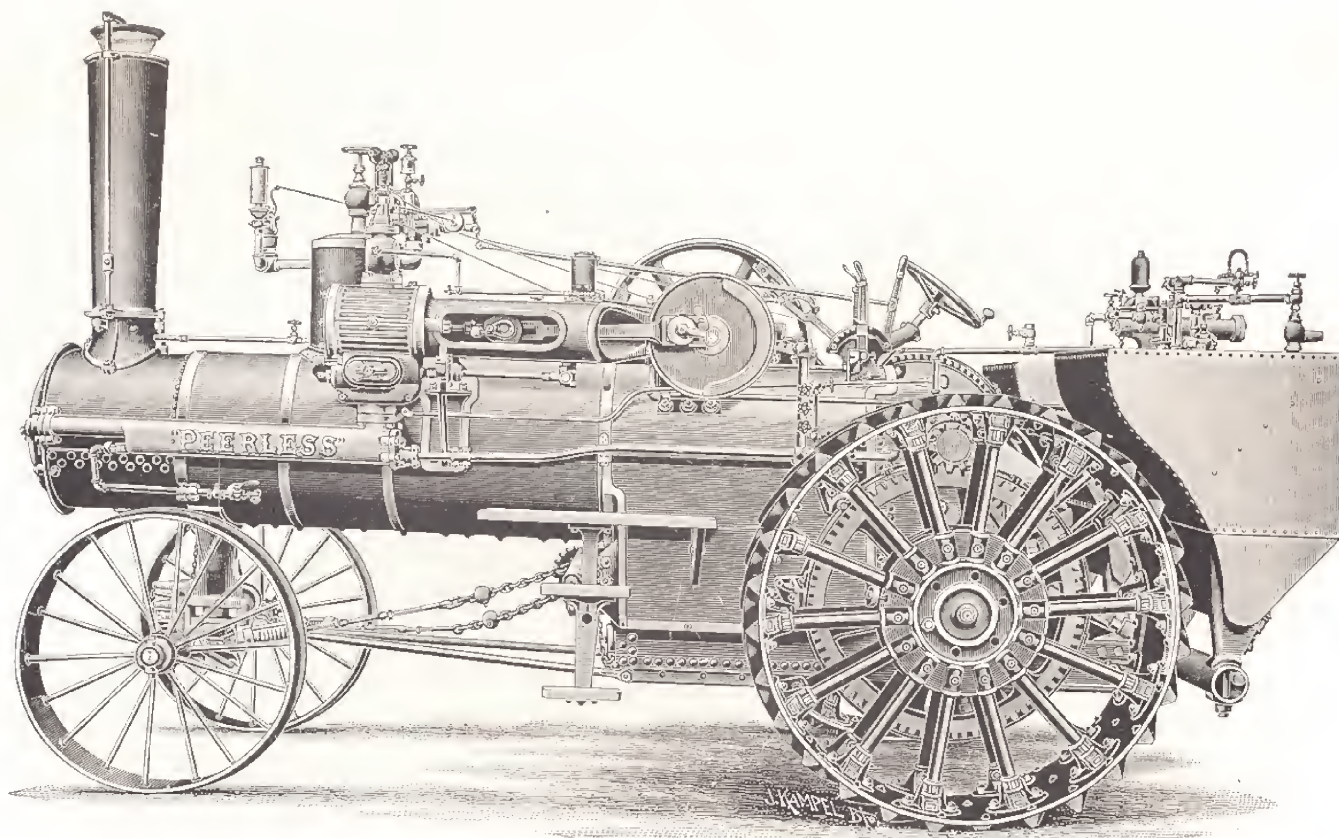


Our U-1-20 H. P. Double Cylinder, Double-Drive, Wood or Coal Burning Traction Engine—Left Hand View.

CONTRACTORS and others who use **Traction Engines** for hauling, driving other machinery, or, in fact, any purpose for which a steam engine can be used, will make no mistake in purchasing these **Double-Drive Engines**.

GEARING.

This engine is double geared, (drives from both sides) all gearing is of large dimensions, wide face and made of genuine open hearth steel. We use eight pinions in the compensating gear and use only spur gear which is better in every way than bevel gear. This forms a perfect cushion that not only takes away all jar resulting from sudden strain, but keeps the gearing in perfect mesh and insures an even distribution of the strain on all of the pinions. The gearing is as near indestructible as it is possible to make it and our contractor's lumbering and plowing engine will stand more traction work than any other engine made.

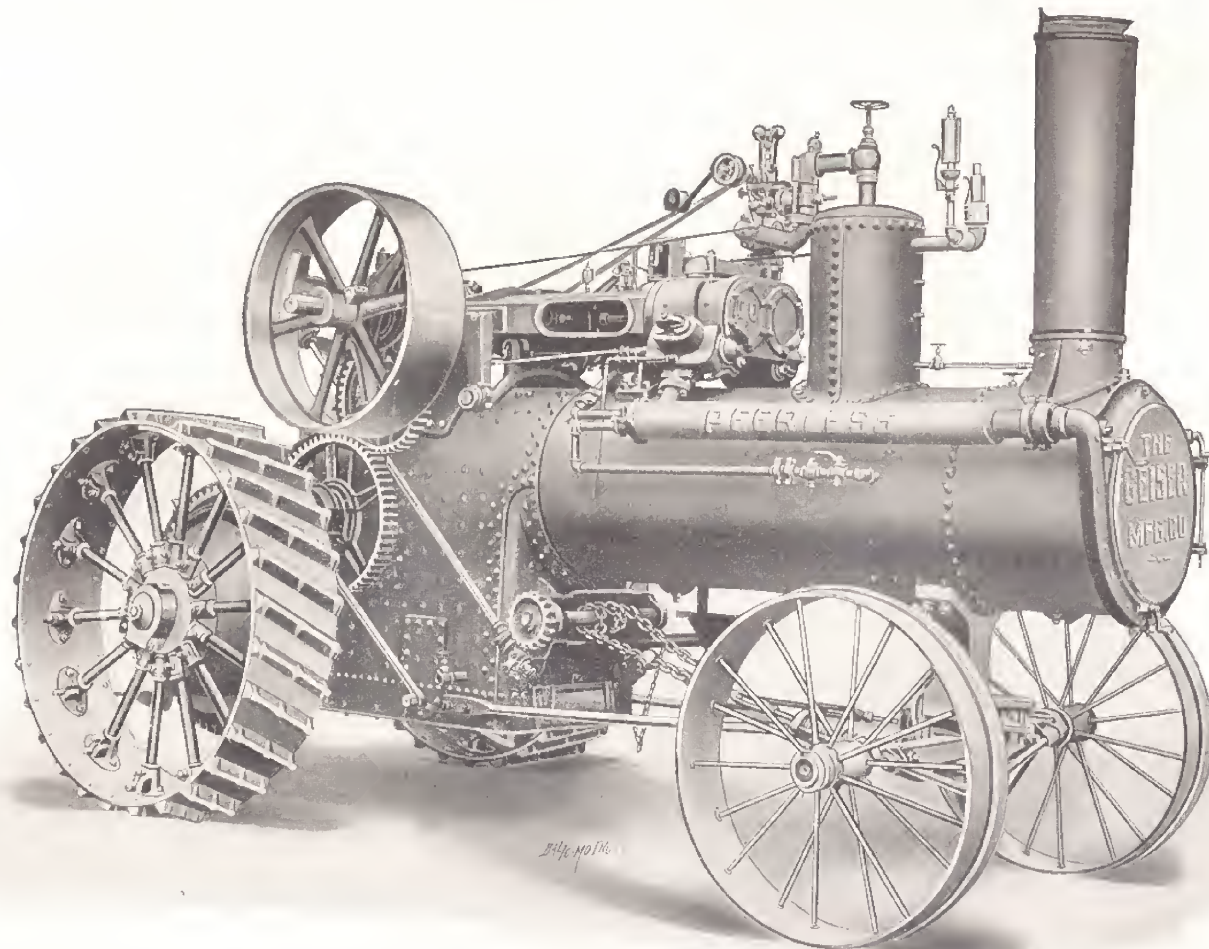


Our U-1-20 H. P. Single-Cylinder, Double-Drive Wood or Coal Burning Traction Engine—Left-Hand View.

CONTRACTORS and others who use **Traction Engines** for hauling, driving other machinery, or, in fact, any purpose for which a steam engine can be used, will make no mistake in purchasing these **Double-Drive Engines**.

The 20 H. P. has cylinder $8\frac{3}{4}$ -inch bore, 10-inch stroke. Fly wheel is 42 inches in diameter with 12-inch face. Revolutions, 260. Diameter of rear wheels, 66 inches. Width of tire on rear wheels, 24 inches. Diameter of front wheels, 46 inches. Width of tire on front wheels, 10 inches.

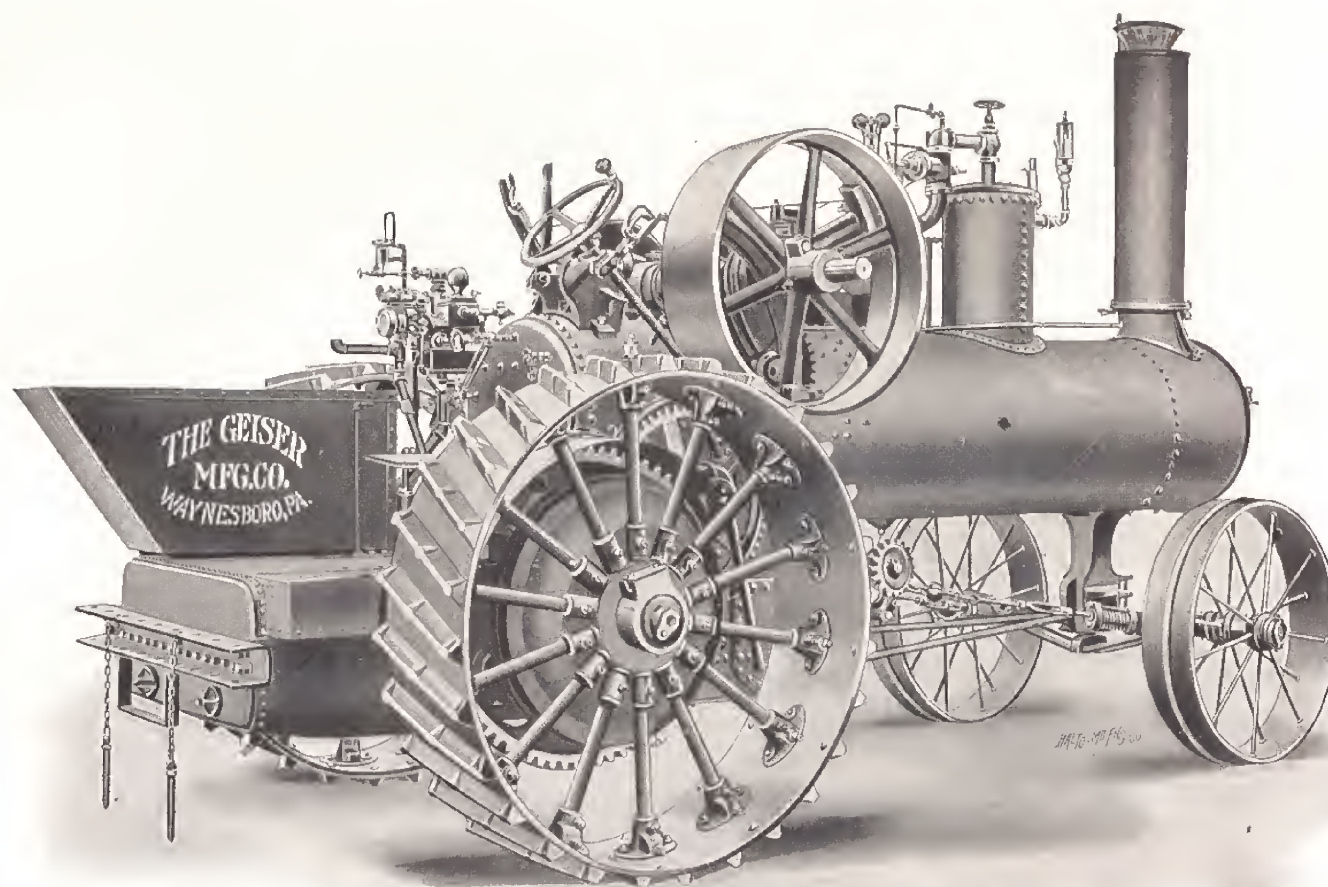
This engine is double geared, (drives from both sides) all gearing is of large dimensions, wide face and made of genuine open hearth steel. We use eight pinions in the compensating gear and use only spur gear which is better in every way than bevel gear. This forms a perfect cushion that not only takes away all jar resulting from sudden strain, but keeps the gearing in perfect mesh and insures an even distribution of the strain on all of the pinions. This gearing is as near indestructible as it is possible to make it and our contractor's lumbering and plowing engine will stand more traction work than any other engine made.



Our 22 H. P. Double Cylinder Traction Engine.

This is another of our late productions and is our UU with two 7" x 10" cylinders, built to meet a growing demand from some sections, for a **double cylinder engine for Threshing purposes**. It is built with **compensating gear and Piston Valves**, same as all our Traction Engines and in the same substantial manner.

Send for detailed information.

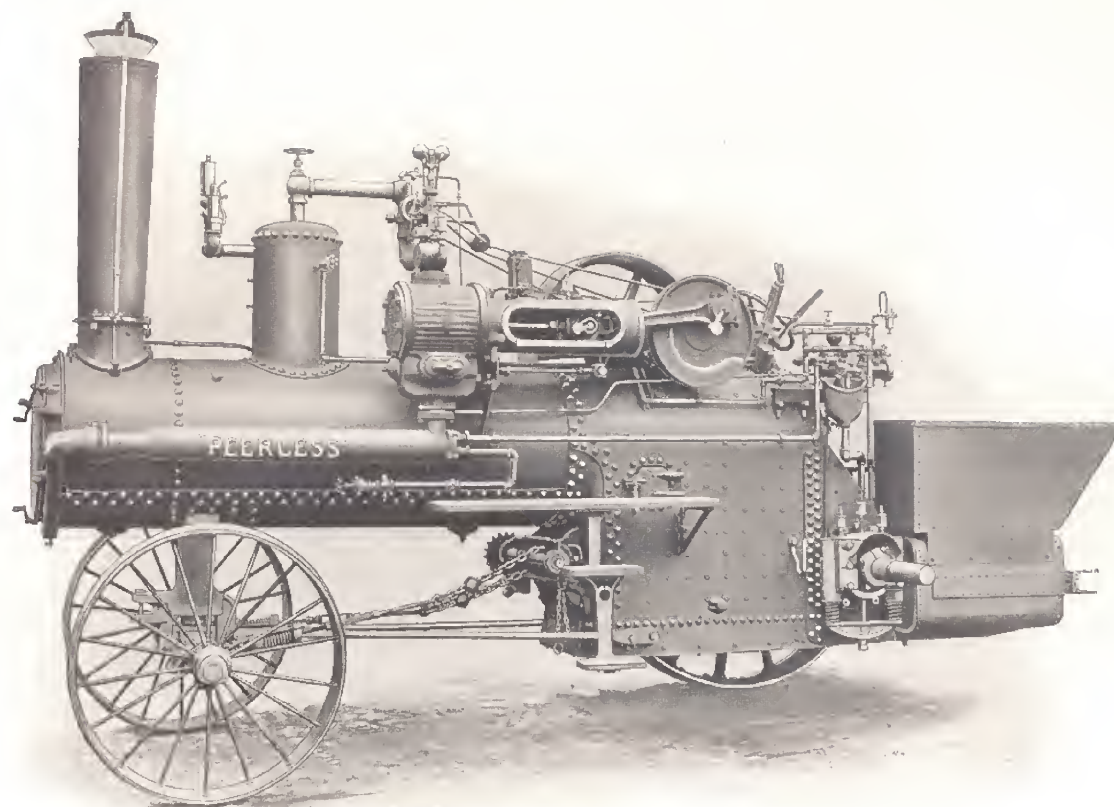


This cut represents our class X, U, UU and Z (14, 18, 22 and 25 horse power) Traction Engines. All are coal and wood burners but straw can be used as fuel in the UU and Z.

The UU is spring mounted as shown on page 11. The X, U and Z are rigid mounted.

The cylinders are of the following sizes: Class Z, 10-inch bore, 10-inch stroke, Class UU $9\frac{1}{2}$ -inch bore, 10-inch stroke, class U $8\frac{3}{4}$ -inch bore 10-inch stroke, class X $7\frac{3}{4}$ -inch bore, 10-inch stroke. Fly wheels are 42 inches diameter. Revolutions 260. Diameter of rear wheels 66 inches. Width of tire 20 inches on Z and UU, 18 inches on U and 15 inches on X.

The construction of these engines is the acme of compactness and simplicity. The gear wheels are all made from machine-cut patterns. The compensating gear consists entirely of spur gears.



Our U. U. 22 H. P. Spring Mounted Traction Engine.

With wheel removed to show springs.

This is one of our latest productions, designed especially for the rough and hilly sections of the country.

It is the only traction engine carried upon springs in such a manner as to allow it to oscillate in all directions without disturbing or changing the relative position of bearings and gear wheels, or increasing the strain on any part of the gearing.

The principal weight is on the great drive wheels, the axle of which runs clear across the rear end of the boiler. All parts are made big and strong, and have anti-friction bearings.

The "Peerless" Traction Engine will transmit more of the total power developed in the steam cylinder, to the rim of traction wheels, than any other engine that has ever been produced.

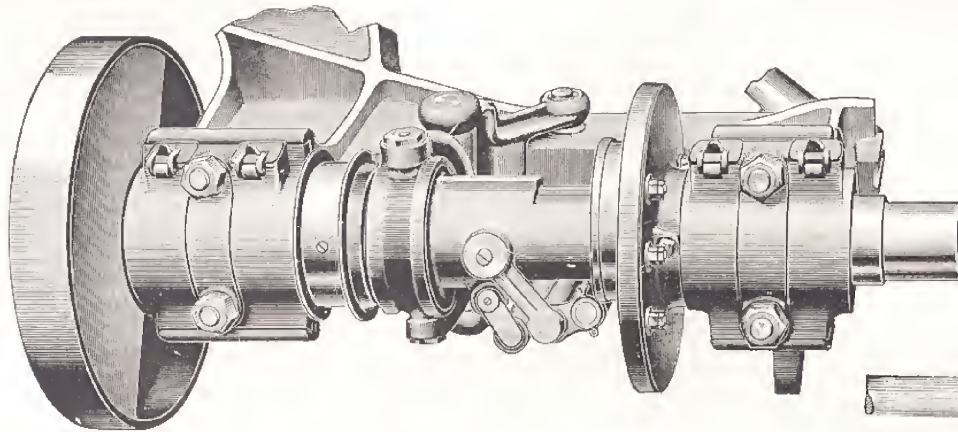
ASK THE MAN WHO OWNS ONE.

DETAILS OF CONSTRUCTION OF CLASS X, U, UU AND Z TRACTION ENGINES.



Connecting Rod and Cross Head.

The connecting rod and cross head are of special design and best material. Cross head bearings are large and provision for adjustment simple and accurate.

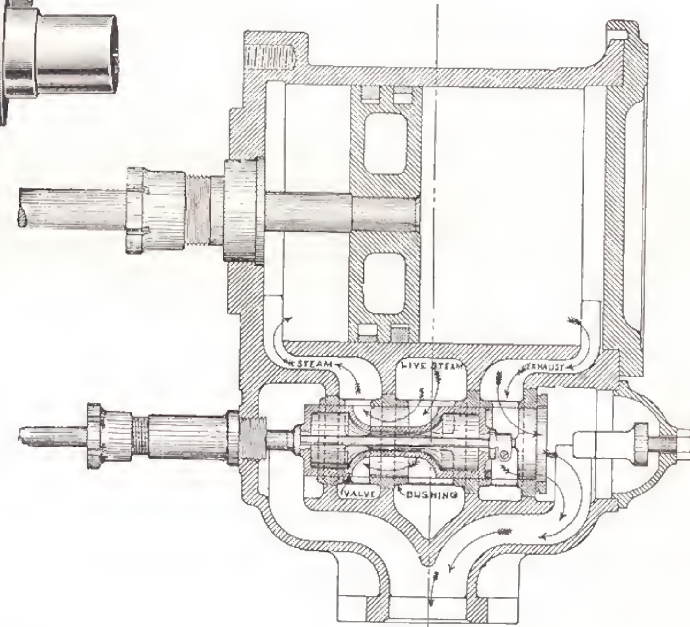


This reverse and cut-off is different from and better than any other made, the only one of its kind, is patented and cannot be used by others. It has few parts exposed to wear and is easily operated.

Non-Friction Reverse is compact, has few parts, and none subject to great wear. It is so arranged that at whatever point it is placed by throwing the reverse lever, it stands independent of any pressure from the collar until moved, and simply revolves as a part of the crank shaft, with no surface exposed to wear, except the eccentric. By the use of our piston valve and reverse, we gain at least three additional horse power over and above the power developed by engines of same size using any other valve and reverse, to say nothing of the economy in consumption of fuel and water. However, the point that deserves particular consideration is the ease with which the reverse mechanism is operated.

We designed and were the first to use the Piston Valve.

Others have followed us and copied it to a certain extent, but the fact still remains that this valve, as constructed by us, has no equal. There is none "just as good." It is cylindrical, consequently the steam pressure is the same in all directions, which means a perfectly balanced valve, practically frictionless. Of course the less friction the more power. This explains why the "Peerless" gives more power than any other engine of same size, why it can be reversed so easily when under full steam pressure and why the engineer has complete control over it. The valve is a chilled and ground piston valve, working on a ground bushing made of material of the hardness of glass. The valve is located at the bottom side of the cylinder, thus allowing the cylinder to relieve itself quickly and completely from water, consequently no priming of cylinder.



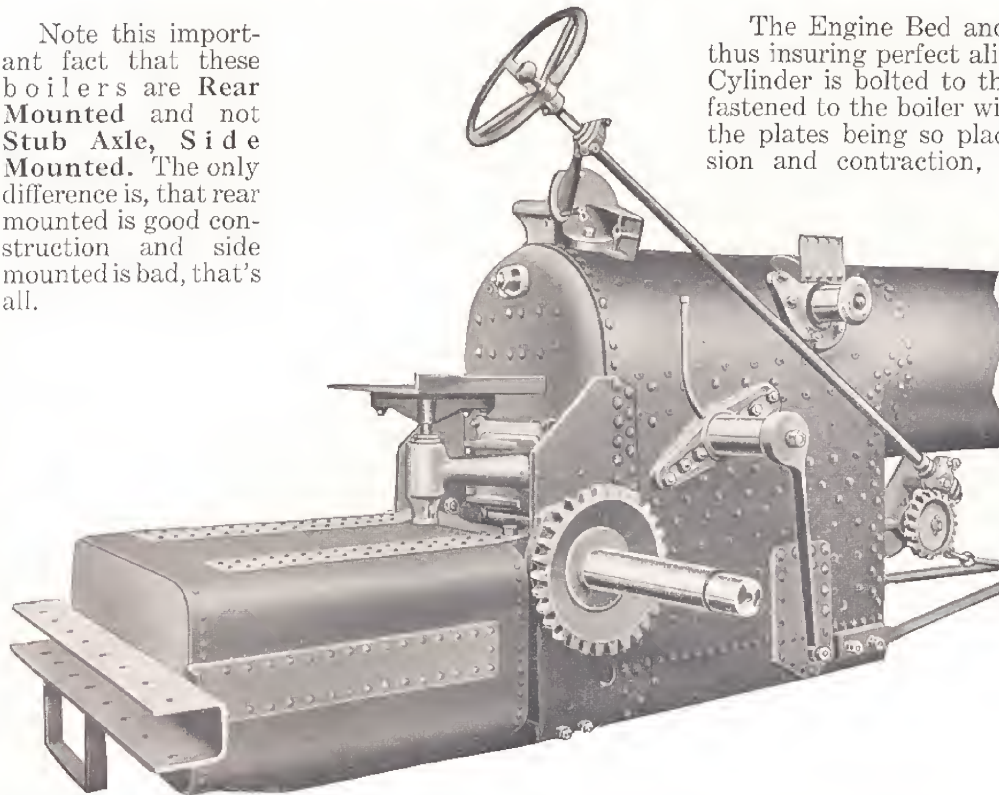
Piston Valve.

RELIEF VALVES.

In connection with the piston valve we have relief valves which prevent injury to the cylinder in case the engine is reversed under high speed, which is an important feature, and not only protects the engine against a careless engineer throwing the lever over, but in connection with our reverse mechanism enables the engineer to handle the engine on the road entirely with the reverse lever.

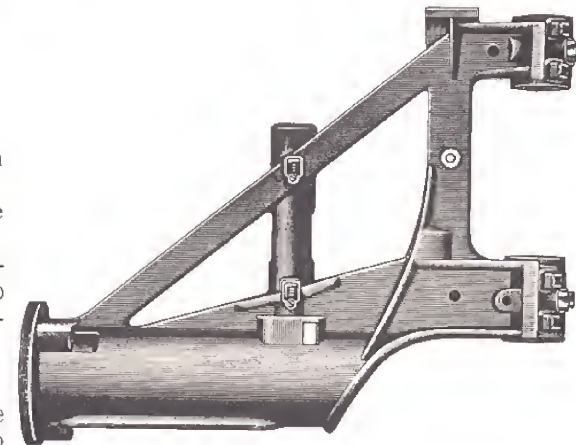
CLASS X, U, UU AND Z BOILER AS IT APPEARS WITH MACHINERY OFF.

Note this important fact that these boilers are **Rear Mounted** and not **Stub Axle, Side Mounted**. The only difference is, that rear mounted is good construction and side mounted is bad, that's all.



The Engine Bed and Crank Shaft Boxes, are cast in one piece, thus insuring perfect alignment and removing all strain from boiler. Cylinder is bolted to this frame and is interchangeable. Frame is fastened to the boiler with one solid connection and two steel plates, the plates being so placed as to make ample provision for expansion and contraction, which is very important, especially in large engines. We use very heavy disc and large cross head and crank pins. These pins are hollow and automatically lubricated from within and without, furnishing a bearing large enough to remove every bit of knock and a lubricating device that absolutely prevents heating.

ENGINE BED



All levers for the operation of the engine are within convenient reach from the platform.

The platform is short which makes it convenient to fire the boiler from the ground.

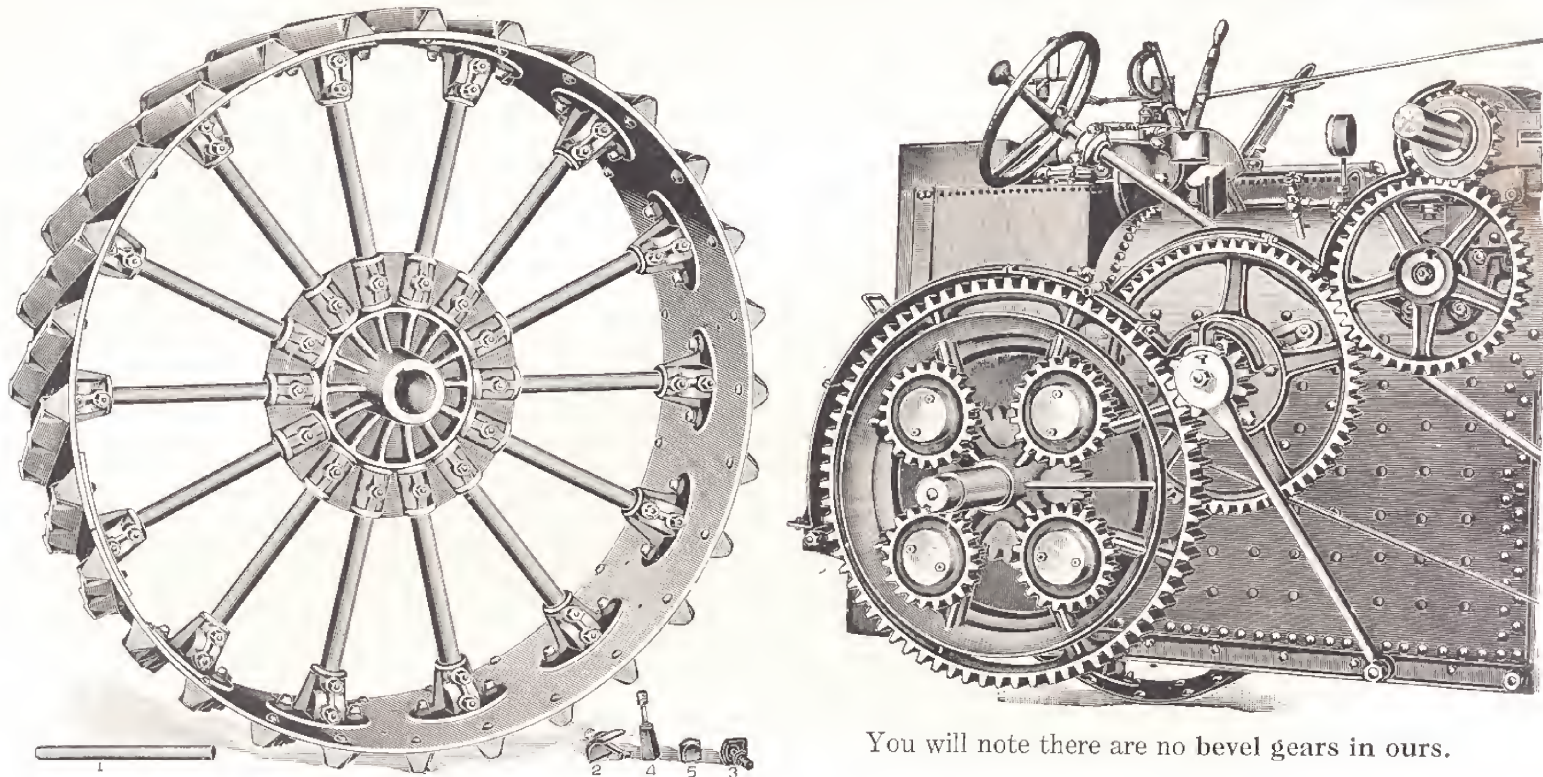
The fly wheel is entirely in front of the traction wheel, but still conveniently close to the engineer's place on the platform to make it possible for him to reach the rim of the fly wheel. This is sometimes desirable on account of facilitating the starting of the engine from a "dead point" or "center" position.

DRIVING AXLE.

Observe the splendid proportions of the "Peerless" engine and that the principal weight is upon the great driving or traction wheels, causing them to hug the ground, thereby increasing the traction power.

The rear axle is ample large and strong, a straight and continuous axle clear across in rear of boiler, turning in very large boxes and not in the wheels.

THE GEARING, THE COMPENSATING GEAR AND OUR STEEL TRACTION WHEEL.



You will note there are no bevel gears in ours.

ELEMENTS OF STRENGTH.

All the gearing in the Class X, U, UU and Z "Peerless" Engines, except in hub, is made of *Steel* and from the machine-cut patterns. The compensating gear consists of spur gear, and with the use of steel springs, is made *elastic*, so it does not "jar you" even on the roughest roads; it also insures an *equal* distribution of strain on all the pinions.

THE "PEERLESS" TRACTION ENGINE WILL TRANSMIT more of the total power developed in the Steam Cylinder, to the rim of traction wheels than any other engine that has ever been produced.

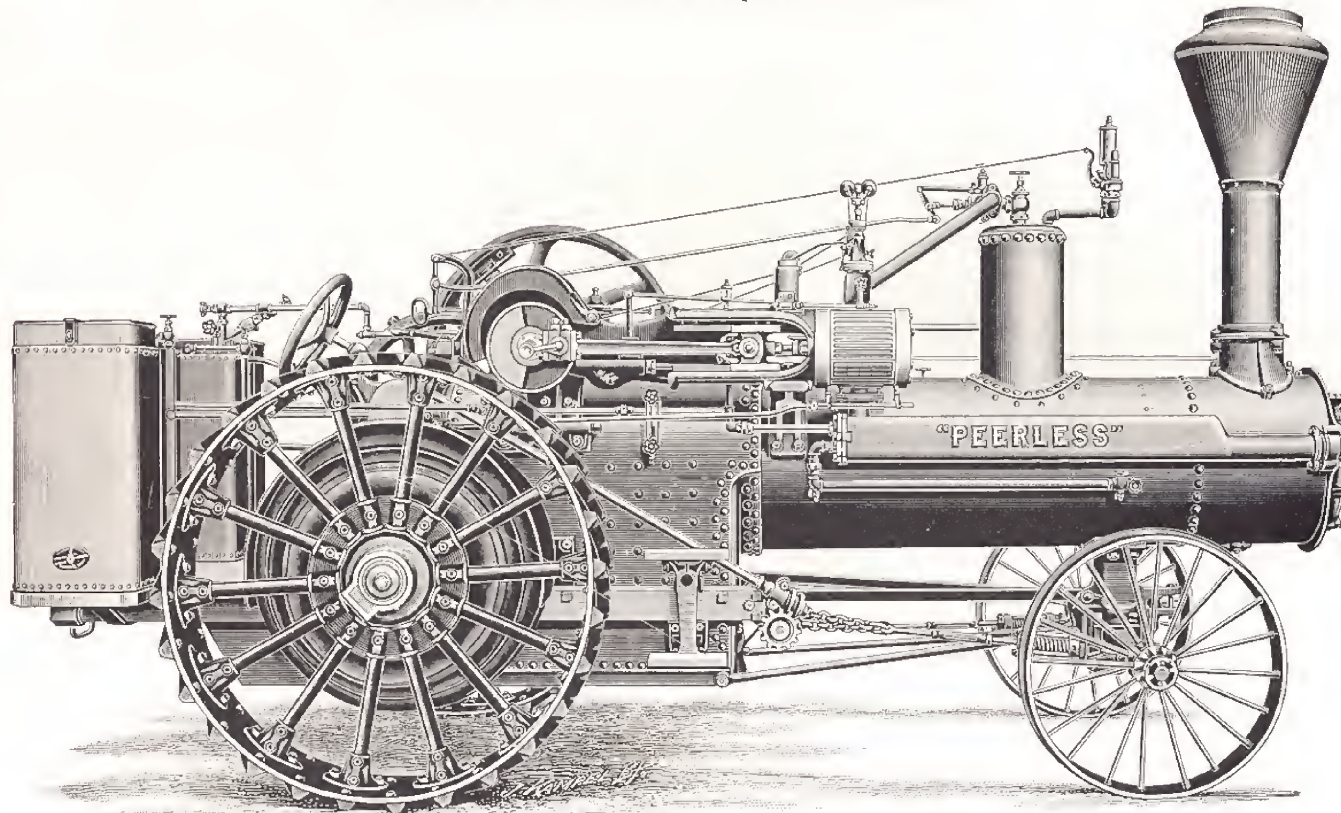
MOUNTING.

The Engine is mounted on the boiler after the most approved method, with the Traction Wheel Axle immediately behind the boiler and in such a manner as to minimize and uniformly distribute the strain. The weight is well distributed on the wheels. It is practically the same for each of the Traction Wheels, being a little more than one-third of the total weight on each. In our method of construction, we have simplicity and compactness without sacrificing durability and practicability.

THE BEST GENERAL PURPOSE TRACTION ENGINE ON THE MARKET.

Built in a section where roads are rough and hilly and built accordingly with springs and cushions to withstand hard knocks (see page 18)
This is why the demand for them is so great.

THERE IS NO OTHER EQUAL TO THEM.



Class R, S and TT (12-15 and 16 H. P.) "Peerless" Wood or Coal Burning Traction Engines.

These Engines have Cylinders $7\frac{1}{2}$, 8 and $8\frac{1}{2}$ -inch bore, 10-inch stroke. Fly wheel is 48 inches diameter with 8-inch face. Revolutions, 220. Diameter of rear wheels, 66 inches. Width of tire on rear wheels, 15 inches. Diameter of front wheels, 40 inches. Width of tire on front wheels, 5 and 6 inches.

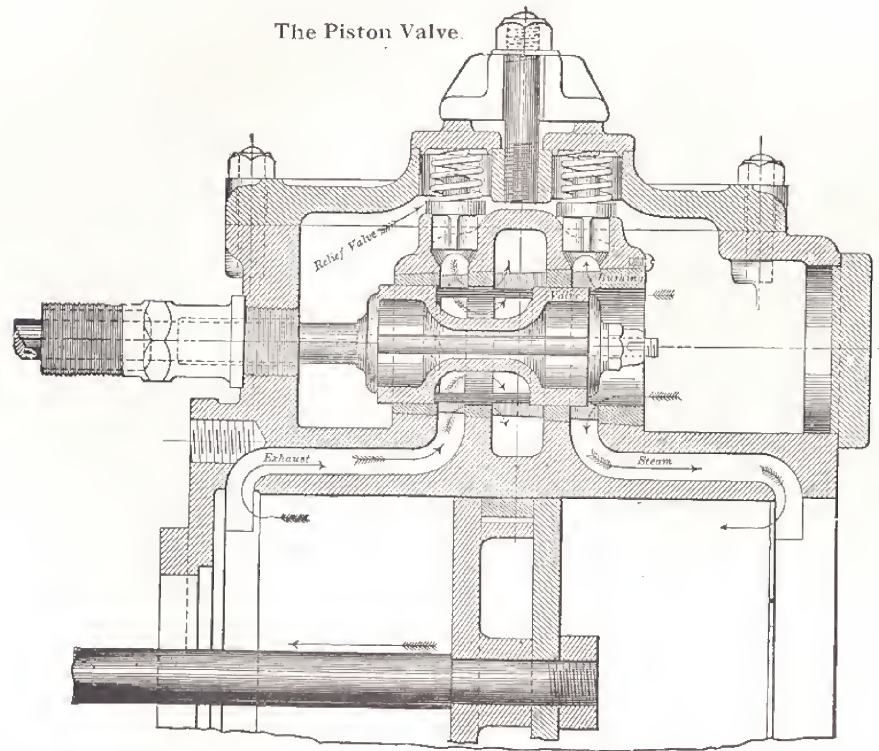
The "Peerless" are the only genuine spring mounted engines on the market today.

Any man who has rough roads to travel and who has used one of this type of engines, simply will not have any other kind.

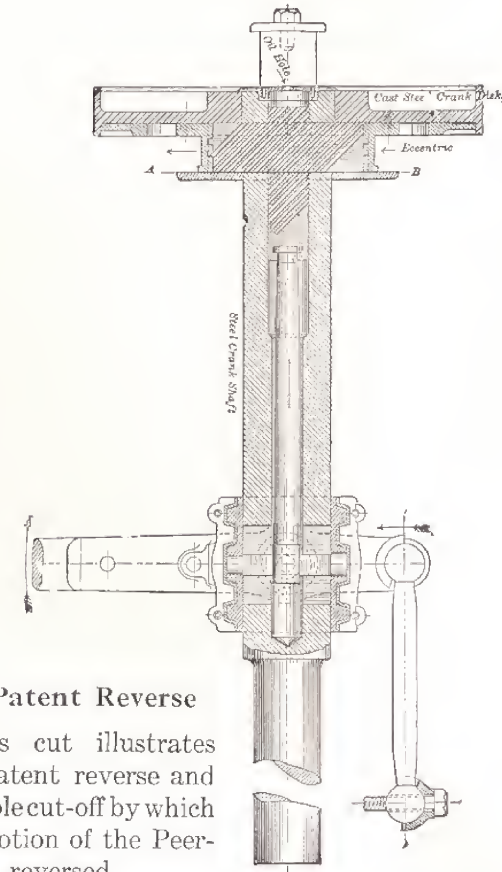
These Engines are all built with tank on fly wheel side turned so can belt backward as shown on page 18.

ASK THE MAN WHO OWNS ONE.

DETAILS OF CONSTRUCTION OF CLASS R, S AND TT TRACTION ENGINES.




Here's a cut of our Patent Piston Valve. It's the only valve for a Traction Engine. It has antiquated the slide valve for this purpose. Being perfectly balanced, there is little friction, hence it is easily moved, and this enables the engineer to control the engine by the reverse lever when under full steam pressure; a very desirable feature when running over the road.



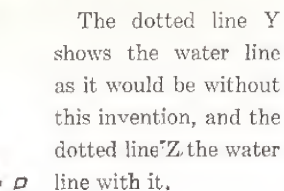
Our Patent Reverse

This cut illustrates the patent reverse and variable cut-off by which the motion of the Peerless is reversed.

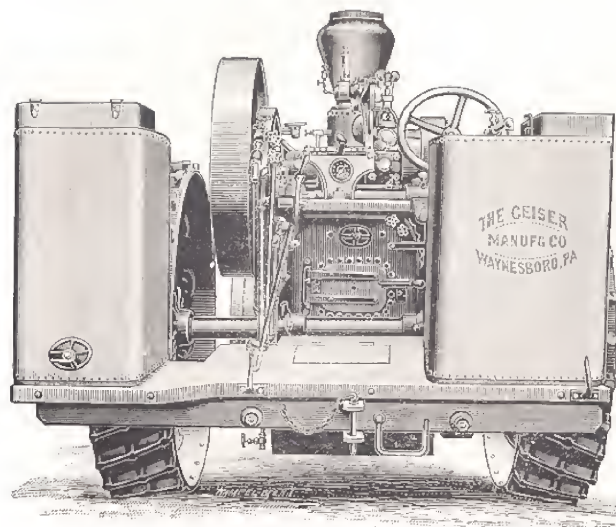
We use but one eccentric. We have all advantages and none of the disadvantages of the link motion. No part of the reverse gear is in motion except when in the act of reversing. The moving parts (which are but few) are perfectly dust proof and thoroughly lubricated, consequently are practically free from wear.



Essential for Safety
and Durability in the
hill country.



It is a well known fact that no greater damage can happen to a boiler than to permit the crown sheet to become bare of water. It is almost fatal and frequently ruins it. The "Peerless" is the only traction engine with fire-box boiler that *retains the water on the crown sheet* when pulling *down* hill or keeps the front end of tubes covered while going up hill and does not carry water with the steam through the cylinder, at the same time producing a complete circulation of the water from one end to the other in all parts of the water space.

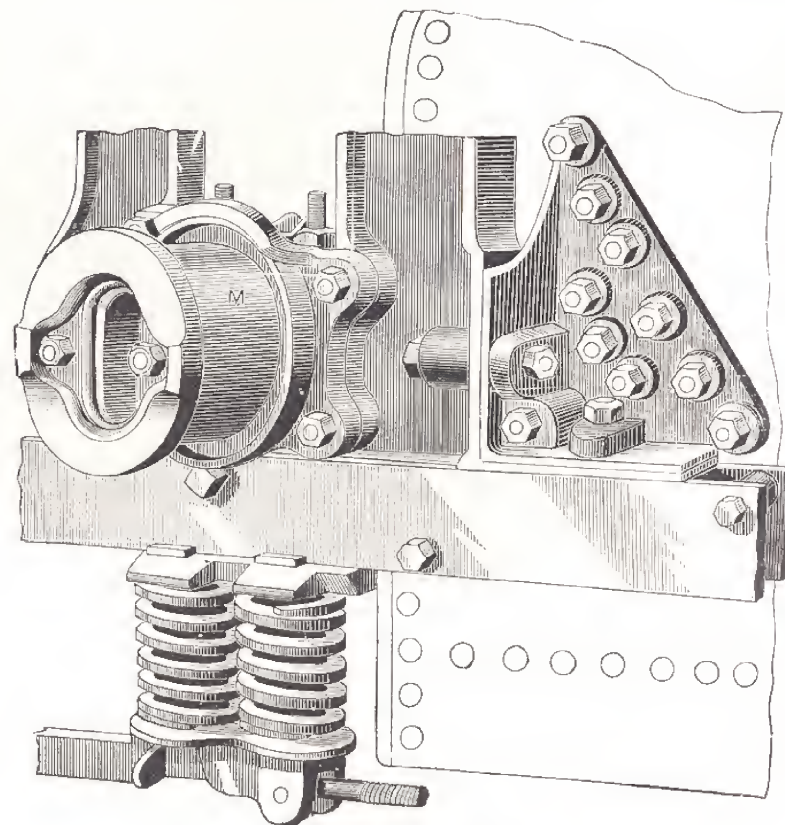


This cut shows water tank on fly wheel side, turned so belt can pass through to the rear of engine.

Class R. S. and T. T. Engines are now all built this way. It is an advantage to be able to do this at all times and sometimes it is absolutely necessary.

HOW WE CARRY ON SPRINGS.

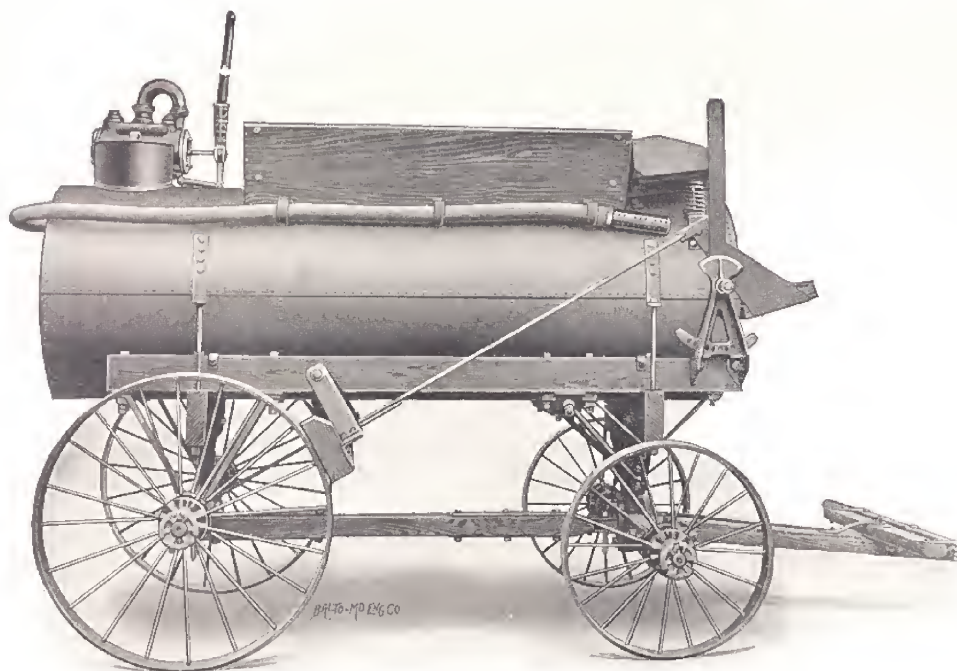
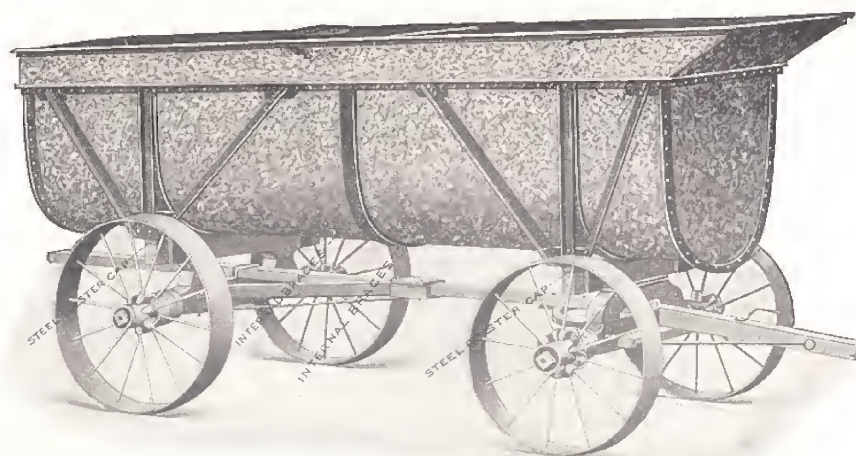
This cut shows the manner in which the "Peerless" Engine rests on **SPRINGS**, which makes this engine, for traveling over rough, rocky roads, as far superior to a solid engine as a rubber tire buggy is to a farm wagon.



Spring Mounted.

**GALVANIZED IRON THRESHER
TANKS.**

9½, 12 and 15 barrel capacity.
Furnished without truck.

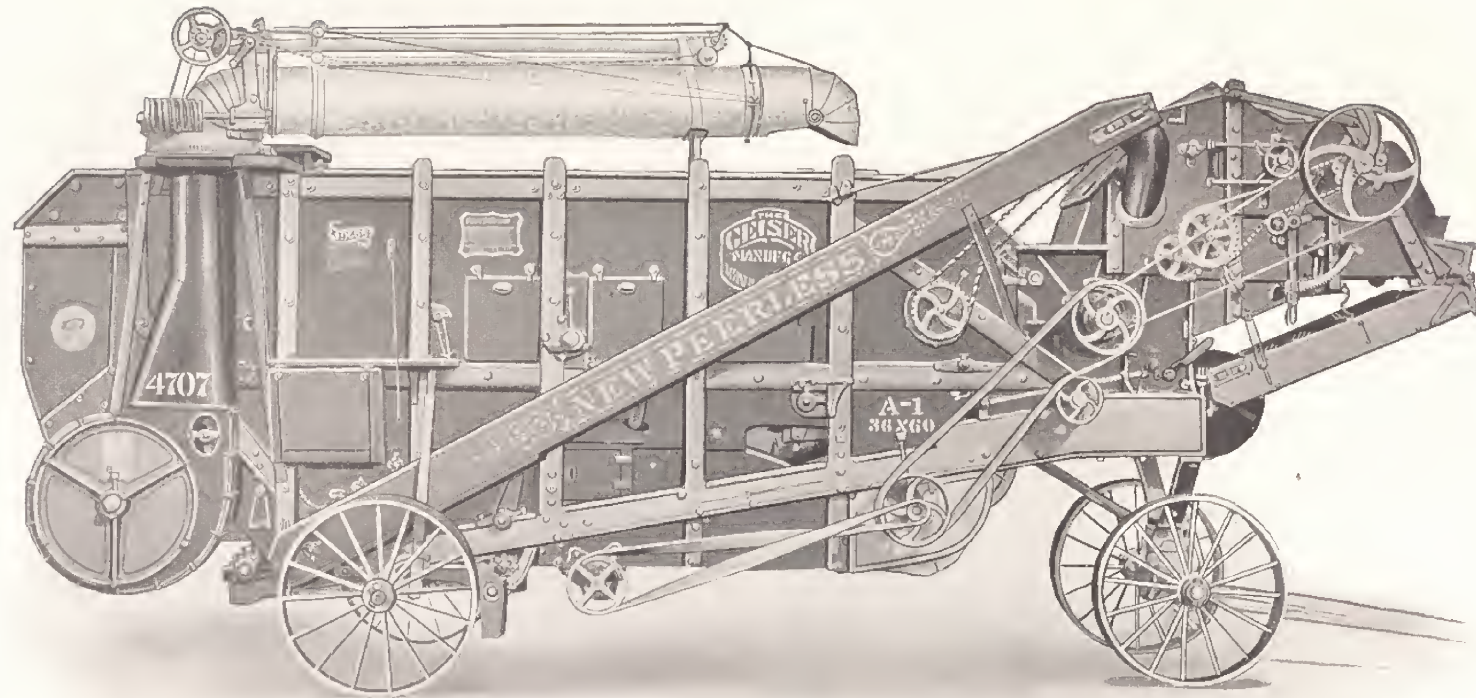


**“PEERLESS” IMPROVED WATER
WAGON.**

Capacity 12 barrels water, 1000 lbs. coal, when used for hauling water, coupling pole can be removed, thus permitting of the shortest possible turns.

This wagon is also convertible into a sprinkler.

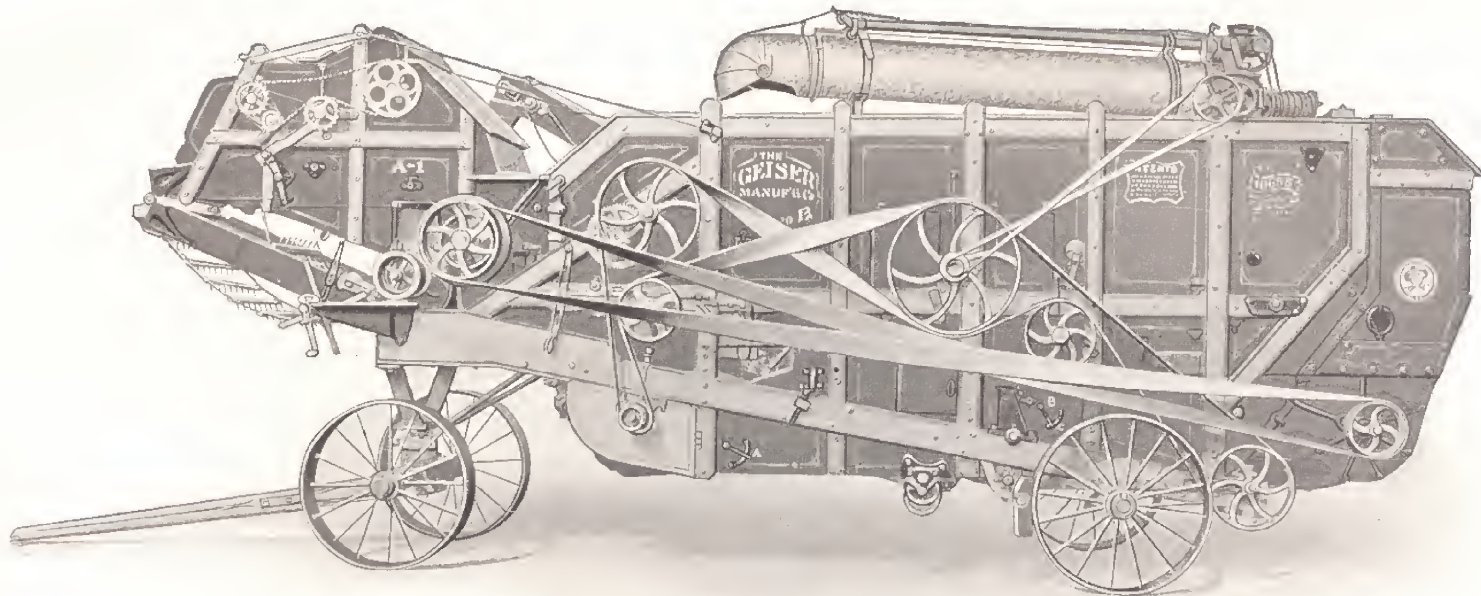
THE MAMMOTH "NEW PEERLESS" SEPARATOR.
THE MACHINE FOR BIG BUSINESS.



CLASS A-1 "NEW PEERLESS"—ELEVATOR SIDE. READY FOR THE FIELD.

Size 36 x 60.

Cylinder and Concaves. The cylinder has fifteen double steel bars, has two middle heads which are keyed to the shaft the same as the outer heads. The cylinder has 155 teeth $2\frac{3}{4}$ " long with $\frac{5}{8}$ " x $1\frac{1}{4}$ " shank, driven through the bars and secured with heavy hexagon nuts. The cylinder is $28\frac{1}{2}$ " in diameter and 36" in length, with flared thresher sides which will admit of a 42" feeder. Cylinder shaft is $3\frac{1}{8}$ ", turned and ground $2\frac{3}{4}$ " at bearings. The cylinder weighs 1,200 pounds. The cylinder boxes give a 10" bearing; are two-piece self-adjusting boxes with two ring oilers in each box, with ample arrangement for adjustment. Reservoirs in the boxes hold one quart of oil each and have glass gauge so that the operator can tell at a glance how much oil he has in the box. The concaves are constructed of $\frac{5}{8}$ " channel steel, filled with hard wood, with heavy steel bottom plate. The concave teeth are similar in dimensions to the cylinder teeth. Three double row concaves and seven blanks are furnished regularly with each machine. Concave bearers are malleable, made to adjust to and from cylinder one inch, both front and rear; are in two sections, hinged in the rear. The lever used to raise and lower the concaves will open the front end of the concave bearers so concaves can be removed or changed with ease, and with the same lever the concave bearers are closed and rigidly locked.



CLASS A-1 "NEW PEERLESS" SEPARATOR—BELT SIDE. BIG PULLEYS, WIDE BELTS, POSITIVE DRIVE.

Size 36 x 60.

The Grain Plate-and-Roller Cleaner in principle is similar to that used in our standard machine. The rollers are zigzag and plates U shaped for the purpose of cleaning grain by gravity which is our well known system of cleaning. Beneath this cleaner is provided a riddle shoe for finishing sieves for finishing light seeds and arranged for the slatted riddle over the tailings auger to separate coarse matter from tailings, delivering such coarse matter with the chaff on closed corrugated bottom at the rear, to convey it with the chaff to the wind stacker. Beneath this riddle shoe is a screen bottom extending from under wind stacker to tailings auger and to the grain auger. Rear end of the screen bottom will catch any waste grain that may escape from wind stacker and will return it to tailings auger. Front end of screen bottom is provided with a screen over which all grain from grain plate and roller cleaner passes before being delivered to the grain auger. These bottoms have an even balance and are attached to a pair of heavy malleable rockers driven from stacker shaft.

We understand, of course, that these specifications are not sufficiently complete to fully inform as to all the details of construction, but we believe with the accompanying illustrations you will find them sufficient to convey a general idea of the manner in which we handle the grain in this machine, and you will understand partially, at least, the excellence of its construction.

Every box on the machine has ample provision for take-up, and, with but few exceptions, are located on the outside of the separator. When we say that we have made provision for saving the small amount of grain that is shelled by the wind stacker, you will understand the extent to which we have gone in protecting the farmer's interests.

We do not pretend to say that this separator will save absolutely ALL the grain, but we do assert that it will save 98% of that which is ordinarily wasted by the best machine now in the field when it is crowded as it must be crowded for big work; that at least 95% of all the grain is separated from the straw by the time it leaves the big drum, and after this we have more separating capacity than any other machine on the market.

A detailed technical drawing of a portable steam traction engine, showing its internal components and mechanical parts. The drawing is labeled with various parts and includes a title block at the bottom.

The drawing shows the engine from a side profile, with the boiler, smokestack, and various mechanical components labeled. The title block at the bottom reads:

EACH ONE OF THE TWO SECTIONS
 THE JAMES W. CO.
 JAMES W. CO.

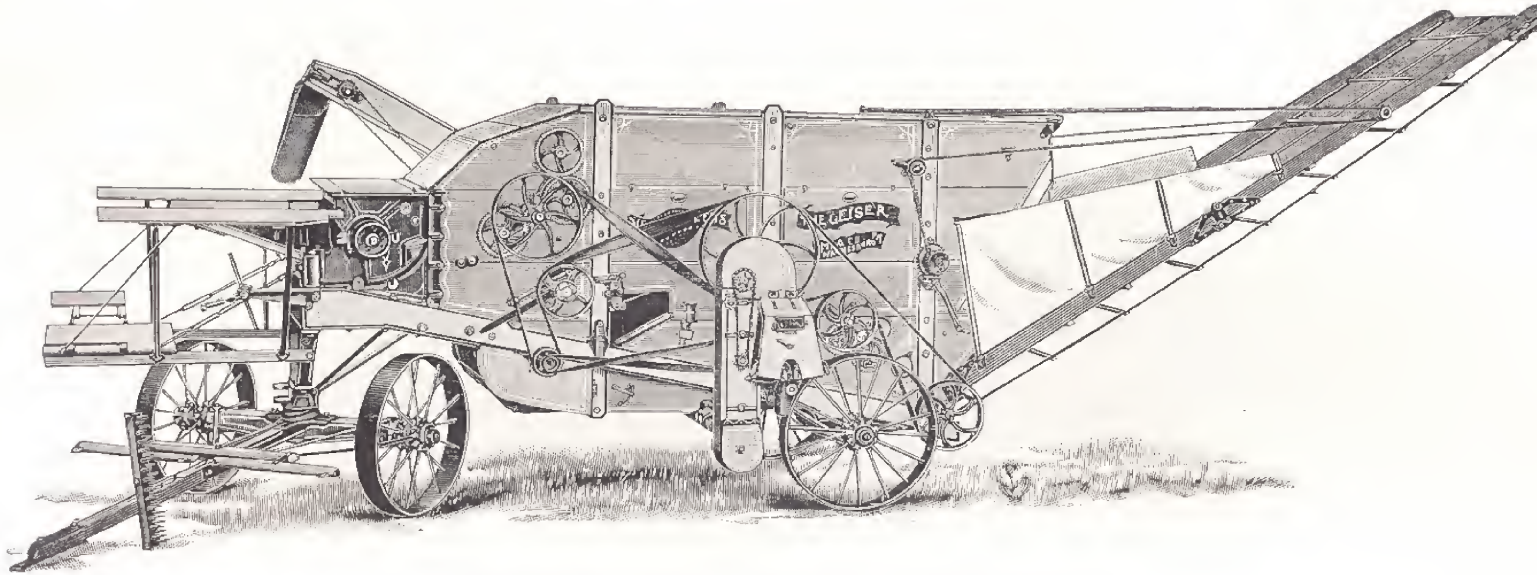
If you are interested in this great machine, we will be very glad to have you write us, and will be pleased to answer any questions. We would also be glad to arrange for you to see one of these machines.

(Signed) Robson & Ryan.

THE "NEW PEERLESS" SIEVELESS SEPARATOR.

THE MODERN UP-TO-DATE MACHINE.

ASK THE MAN WHO OWNS ONE.



"New Peerless"—Belt Side. (The Bagger is always an Extra.)

Iron Axles and Wheels.

Sizes 24 x 38, 30 x 46, 33 x 50 and 36 x 56.

It has the most perfect cleaning system in the world, does the work and does it better than any other separator built.

It has a flaring hopper and feeds from end to end of cylinder.

It has an open cylinder and does not dust.

The teeth are of best tempered steel and exceptionally durable.

The thresher sides are of iron and not affected by wet or dry weather.

The cylinder, fan, crank and stacker shaft bearings are all very large, have a perfect bearing from end to end, are self-adjusting and are lined with genuine babbit metal, insuring long and uniform wear and smooth running all the time.

The cylinder bearings are so constructed as never to heat if properly oiled.

Both cylinder bearings have end adjustment.

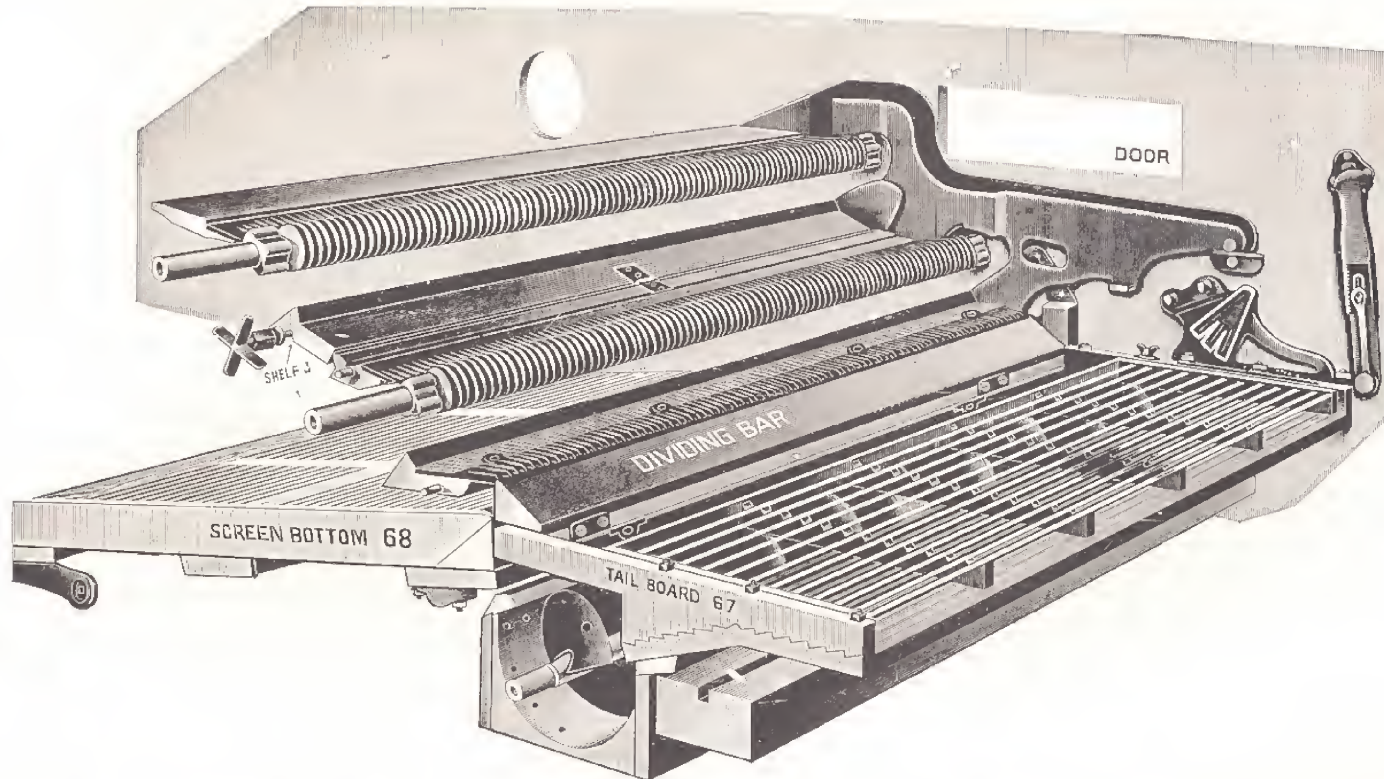
The oscillating bearings are all chilled metal.

Concaves are adjustable front and rear.

All removable parts are fastened by bolts and nuts and are easily taken apart.

Straw racks are of hard wood.

OUR CLEANER.



This cut represents the cleaning device of the "Peerless" Separator, and consists of *combs* and *grooved rollers*, so arranged that the wheat and filth pass from the grain plates over the rollers, a sharp blast carrying the filth away and the wheat falling through the combs. . This simple thing dispenses and disposes of the antiquated sieve and has relegated the riddle to the "realm of shade." It is far superior to any other *cleaning device* of this day or age.

The inside, as well as the outside parts, are well painted.

The working parts are all well balanced and the machine has perfect pose in action.

It is compact and it's capacity (size considered) is unequalled.

Front wheels undercut separator and axle turns full circle, facilitating short turns.

The separating device is ample and able to meet all kinds and conditions of grain.

The cleaner requires no attention when once properly set, but if necessary, can be adjusted for different grains while in operation.

The blast is easily controlled and is self-regulating.

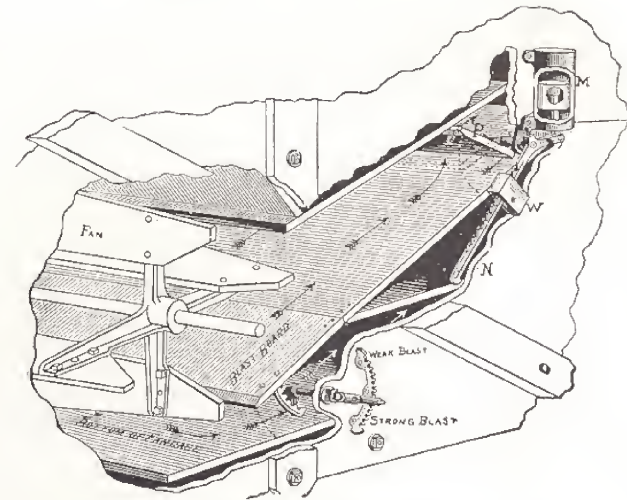
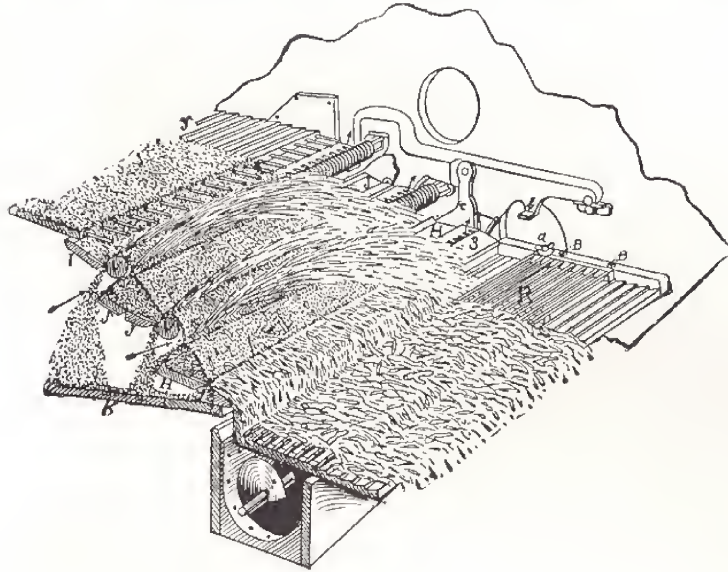
It has no sieves or riddles to wear out.

It is the grain plate and roller system of separating and cleaning, unequalled or unapproached by any other process for threshing and cleaning grain.

The machine is well balanced, no props or braces are needed.

OPERATION OF THE CLEANER.

The cuts on this and the preceding page represent the shoe or cleaner, which is a feature peculiar only to the threshers built by us.



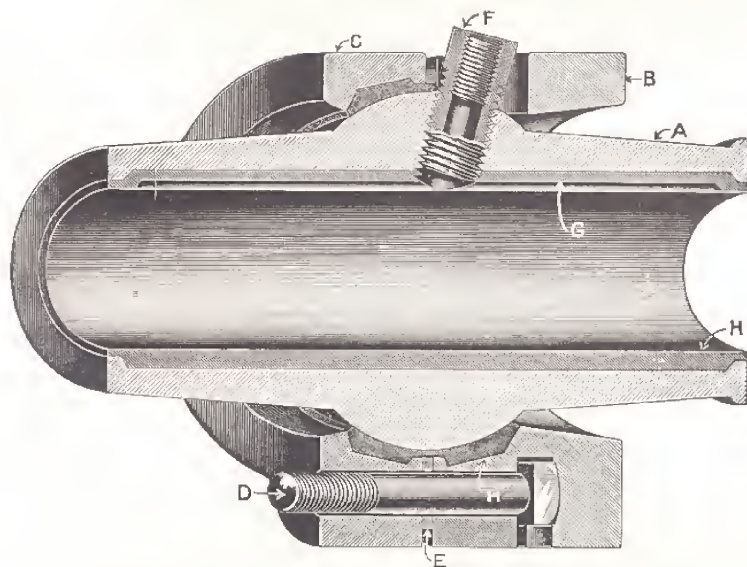
Automatic Blast Regulator

making the discharge of air through the chaffer the same, whether the speed is diminished or increased.

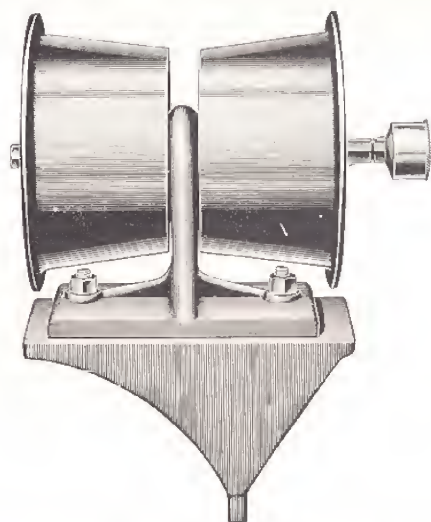
AFTER THE GRAIN IS SEPARATED

from the short straw and light chaff, it drops to a short vibrating bottom, which carries it to the front of a roller having zigzag grooves. These grooves are U-shaped, of a size sufficient to allow the grain to pass between them and the edges of the shelf upon which the grain drops before reaching the roller. All the grain that does not drop through between the first roller and the edges of the shelf is carried over the roller and drops upon a second shelf (which for cleaning wheat has no motion) forming a pile of grain, the top of which is the dividing line between the clean grain and coarse matter. The sharp blast striking the front of the pile or ridge of grain on the shelf, causes all the filth or coarse matter to drop to the rear side of the ridge of grain and to be again operated upon by a second roller same as first. This second roller picks out all the coarse matter (too heavy to be carried out by the blast, such as white caps, unthreshed heads, etc.) letting nearly all the grain pass between it and the second shelf. The very small amount of grain which is again carried over the second roller drops upon a narrow or third shelf, which has a short-toothed comb along its edge next to the tailing spout, through which the remaining grain drops. The unthreshed heads and all coarse matter, such as sticks, cornstalks, thistles, etc. pass over the comb and drop on a narrow vibrating rack, which carries all heavy and bulky matter over the tail-end spout. This operation is fully shown in the above cut of our patent shoe.

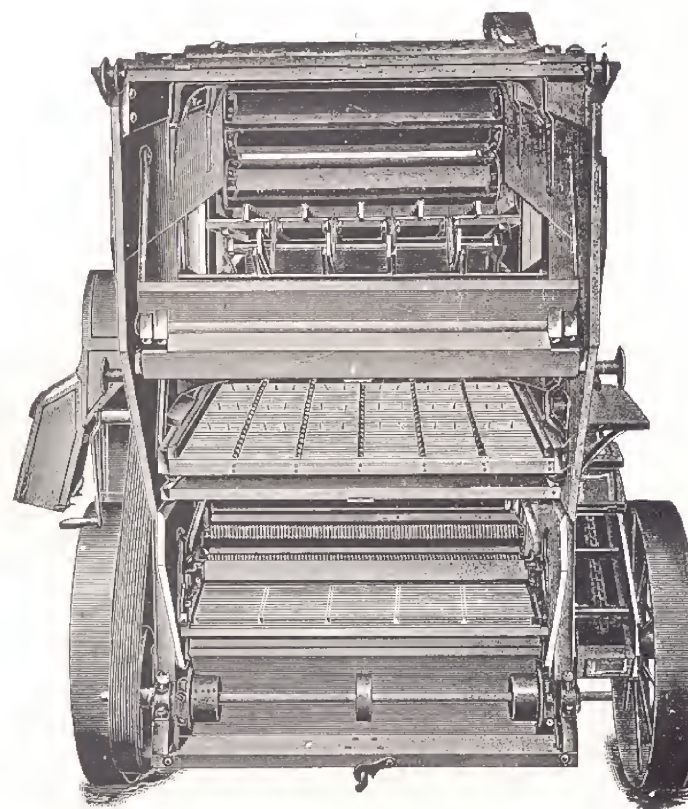
This *new separating device*, by its peculiar construction, extracts 95 *per cent.* of the grain from the straw immediately in the rear of the cylinder, and leaves but little work for the straw racks and grain bottoms to do.



SELF-ADJUSTING BALL SOCKET BOXES
Used in "New Peerless" Separators.

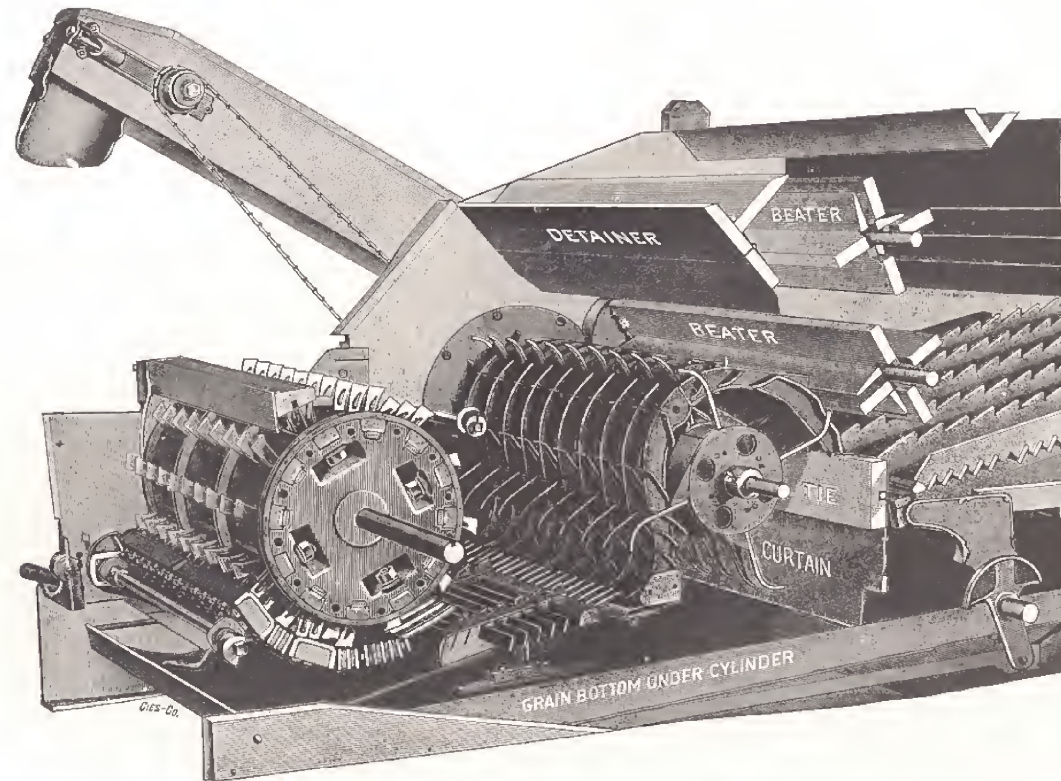


"PEERLESS" NEW STYLE BELT GUIDE



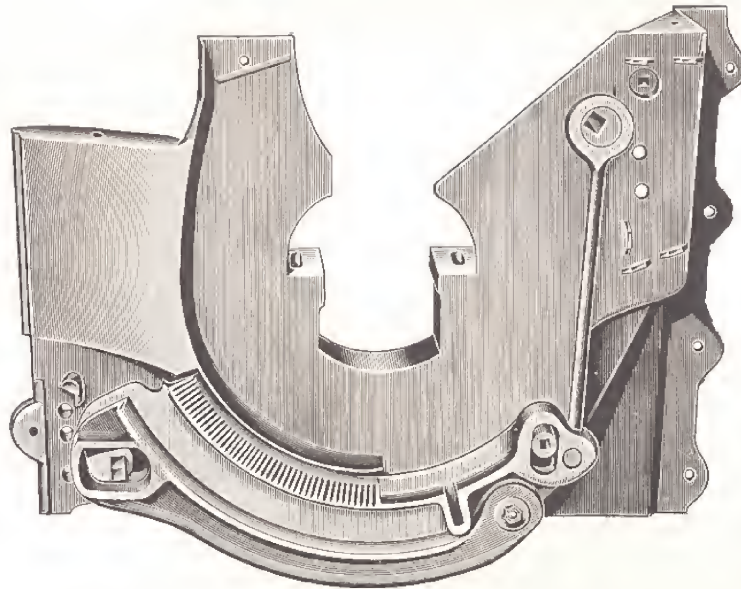
Rear End View of "New Peerless," Showing Straw Bottoms,
Combs and Rollers, Tailing Rack, Etc.
(Straw Carrier detached.)

THE ABRUPTLY-RISING GRATE.



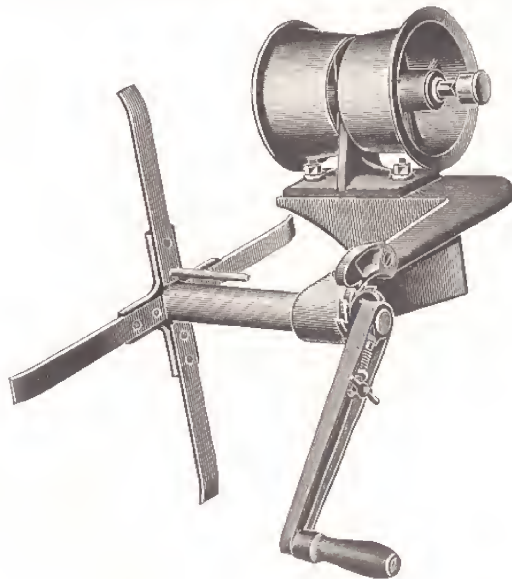
Separating Device Used Only in "New Peerless."

This *new separating device*, by its peculiar construction, extracts 95 *per cent.* of the grain from the straw immediately in the rear of the cylinder, and leaves but little work for the straw racks, and grain bottoms to do. The cut is made big to clearly and strongly illustrate just what it is. It is a *masterpiece of mechanism*, that makes and marks *new era* in the history of the business and makes the "Peerless" Separator master of the situation in any condition, and under all circumstances.



The above cut shows inside of thresher side and in connection with cut opposite shows how the Concave Bearer is opened and closed in front to remove concaves and also raised and lowered at front and rear.

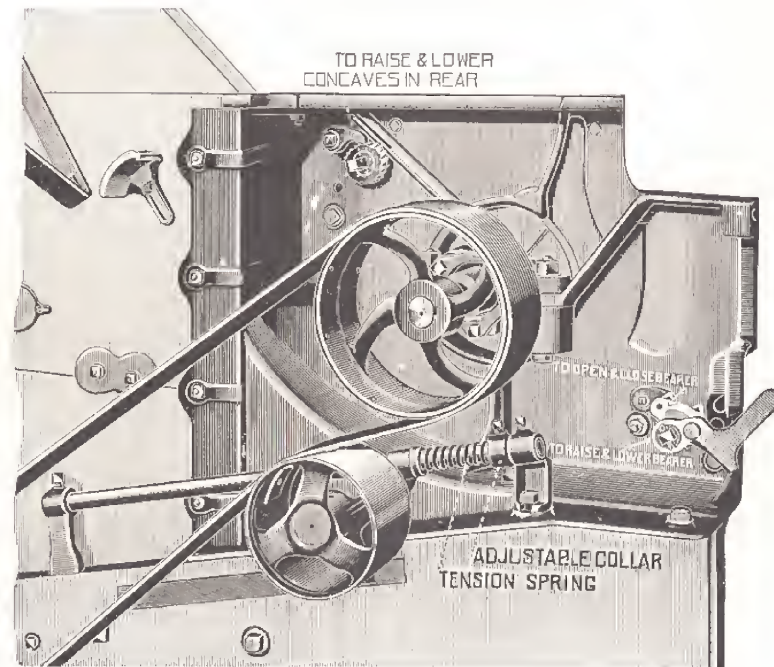
This leaves the Concaves free so that they can be lifted out by hand; don't have to use a crowbar.



"PEERLESS"
NEW STYLE
BELT REEL
AND GUIDE

ADJUSTABLE CONCAVE BEARERS.

"A Great Convenience."



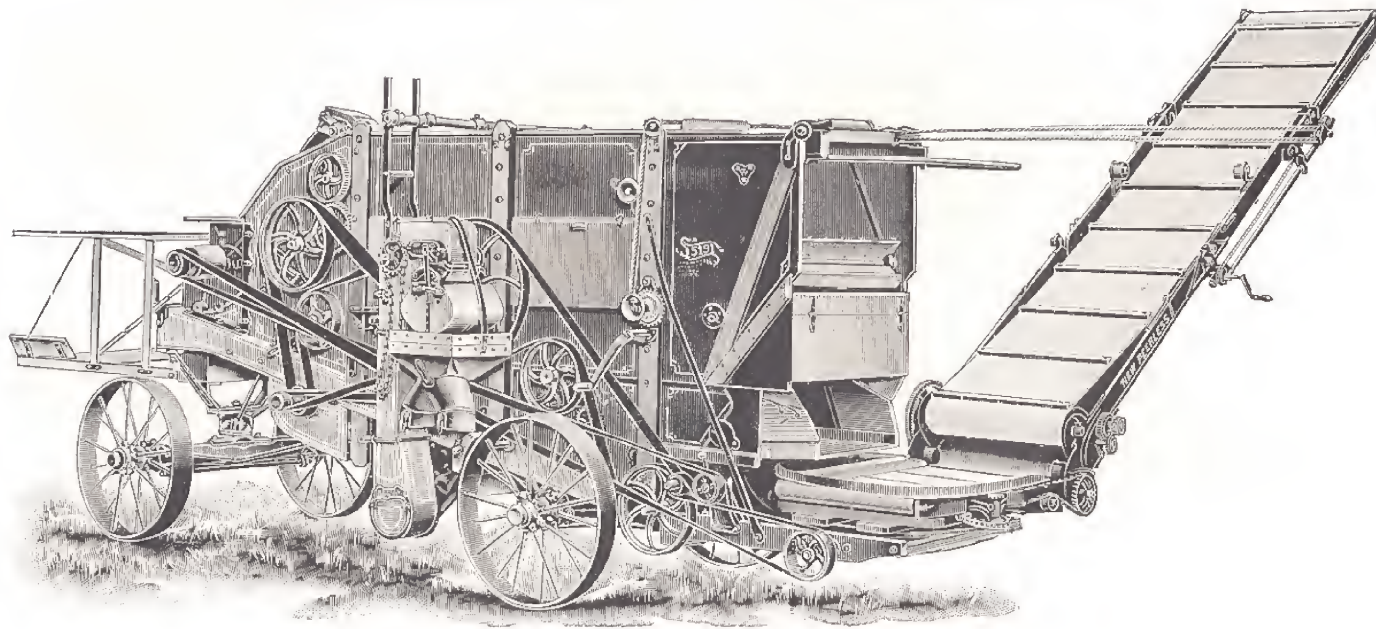
Every thresherman knows the importance of keeping the belts tight. Well, here is how we do it perfectly, and here we also show you how we raise and lower the concaves, and here we invite comparison.

TELESCOPING SWINGING CANVAS CARRIER.

Furnished With or Without Chaff Blower.

Also Built Non-Telescoping.

The Most Complete Stacker, of its Kind, on the Market Today.



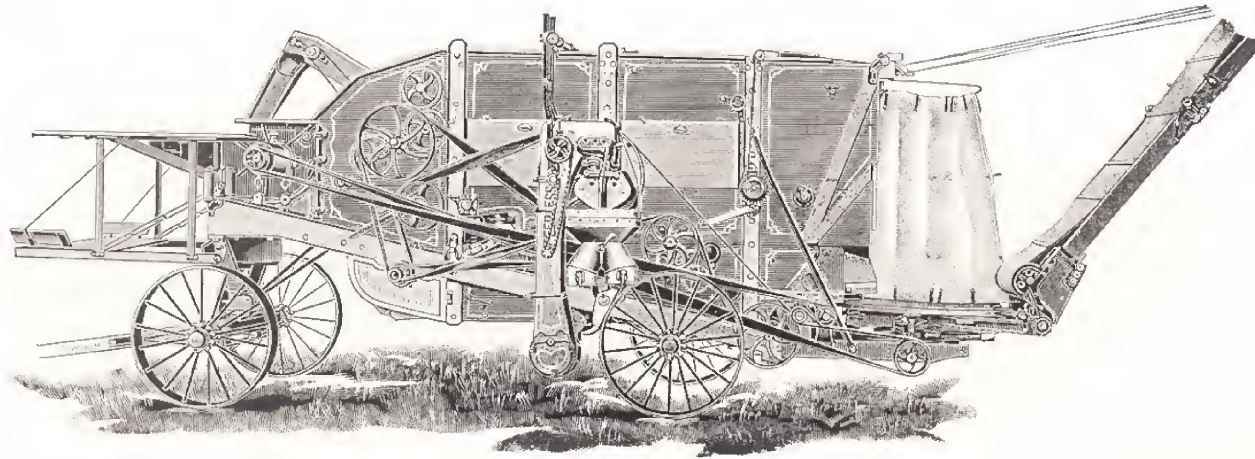
Built especially for our Threshers, meet all the requirements for an easily operated, yet strong and durable straw carrier. It is in two sections, telescopes, is easily folded, is attached directly to the machine (see cut), requires no derrick to support it and adds but little to the weight of the machine over the ordinary carrier. It has large sprocket wheels, large chain and runs slowly, consequently will not wear out quickly.

The rollers at platform are adjustable and the canvas can easily be tightened if necessary.

We build these stackers for the class E and C "New Peerless" and the No. 4 and 5 "Geiser" Threshers.

Swinging Canvas Carrier

Not Telescoping



COMPETENT

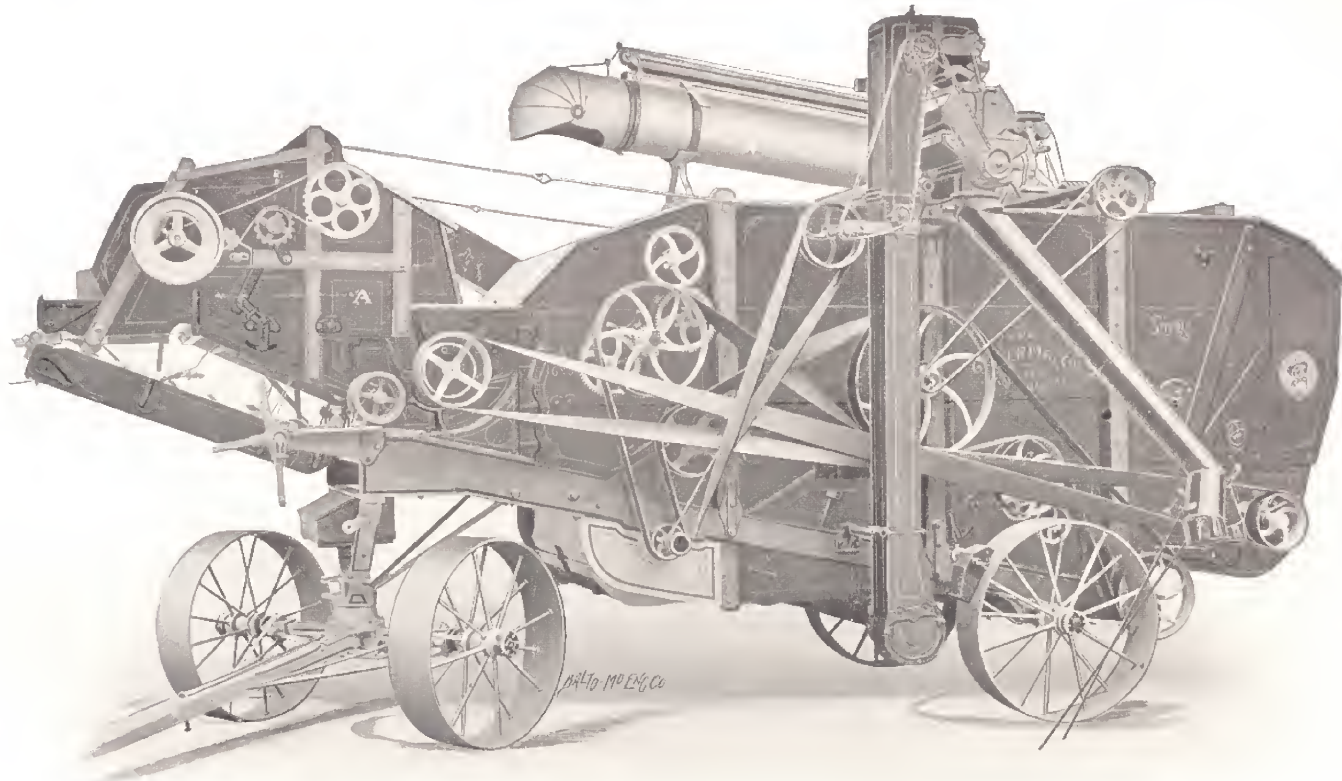
CORRECT

COMMENDABLE

THE LATEST AND BEST

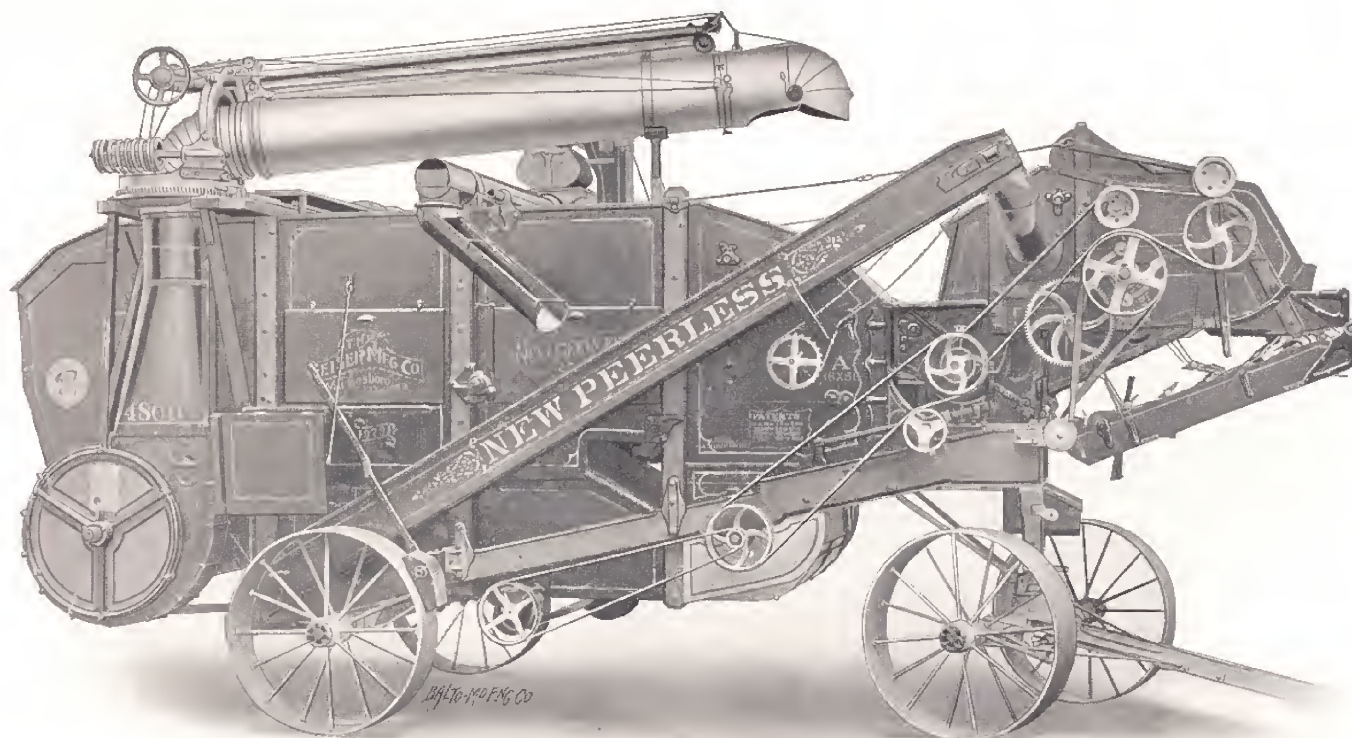
ASK THE MAN WHO OWNS ONE

“Peerless” Canvas Carrier with Chaff Blower attached to “New Peerless” Separator.



CLASS A "NEW PEERLESS"
WITH ALL THE LATEST ATTACHMENTS
Showing Belt Side

Size: 36 x 56. The Low Wind Stacker is not furnished on the A Separators.

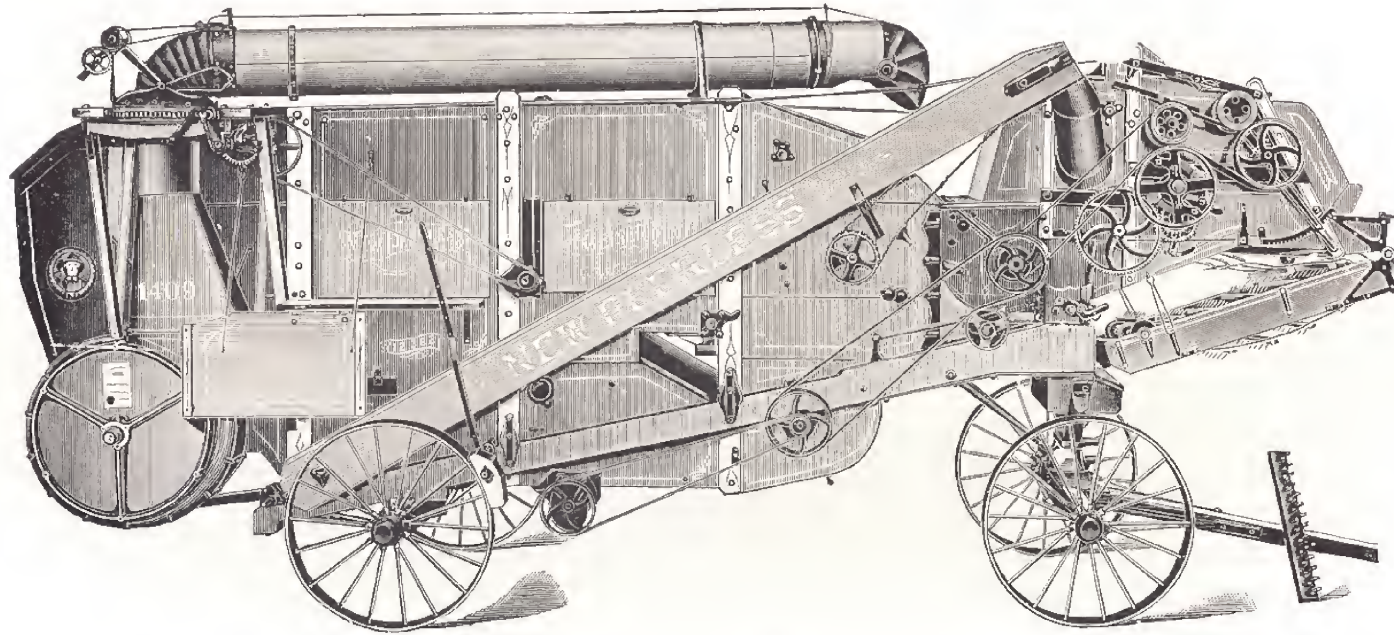


CLASS A "NEW PEERLESS"
WITH ALL THE LATEST ATTACHMENTS
Showing Elevator Side

Size: 36 x 56. The Low Wind Stacker is not furnished on the A Separators.

“NEW PEERLESS” WITH LOW WIND STACKER AND “PEERLESS” FEEDER

Folded for Transportation.



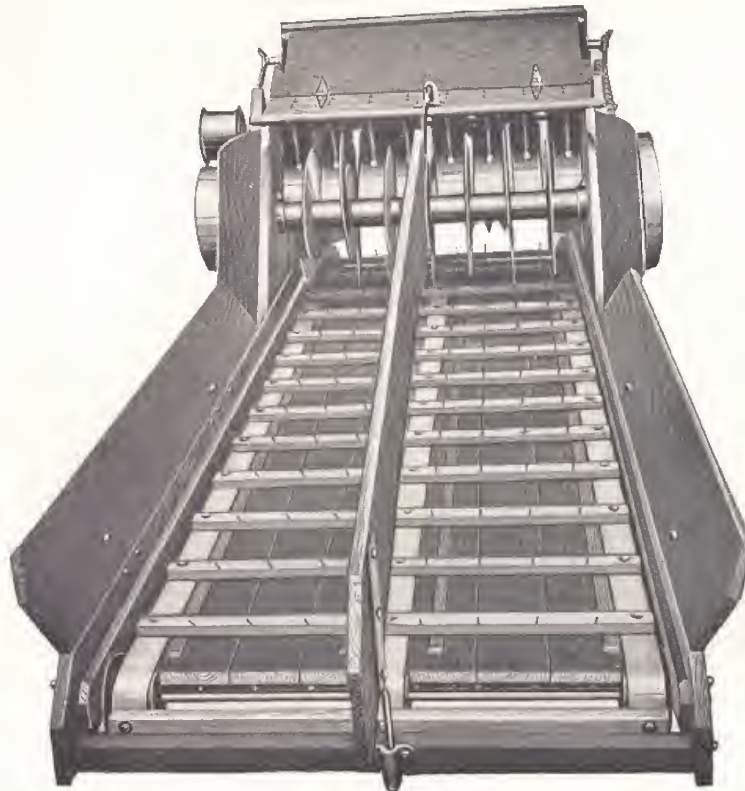
The Low Wind Stacker is not furnished on the A Separators.

The design of the stacker as a whole is conspicuous for its neatness, strength, durability, and the convenience and ease wherewith it is operated. The material and workmanship of a “Peerless” Wind Stacker are unexcelled.

The frame of the fan case is made of cast iron, the rim of sheet iron. The whole is as light as is consistent with strength and safety, and is, as shown by cut, bolted to the side of the extension to the separator. This extension closes up the rear end of the separator; access to the interior can, however, be had through a door in the rear.

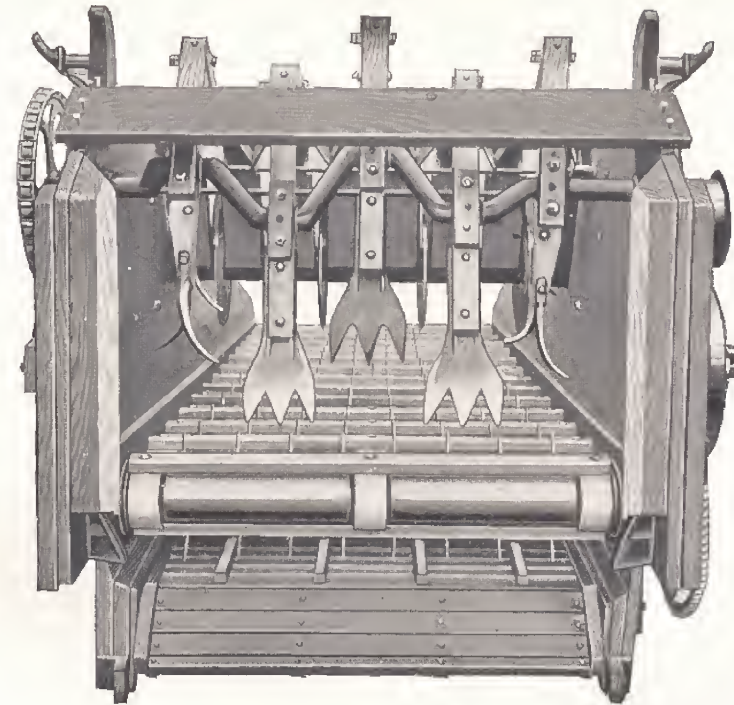
THE "PEERLESS" AUTOMATIC SELF-FEEDER AND BAND CUTTER.

Front View



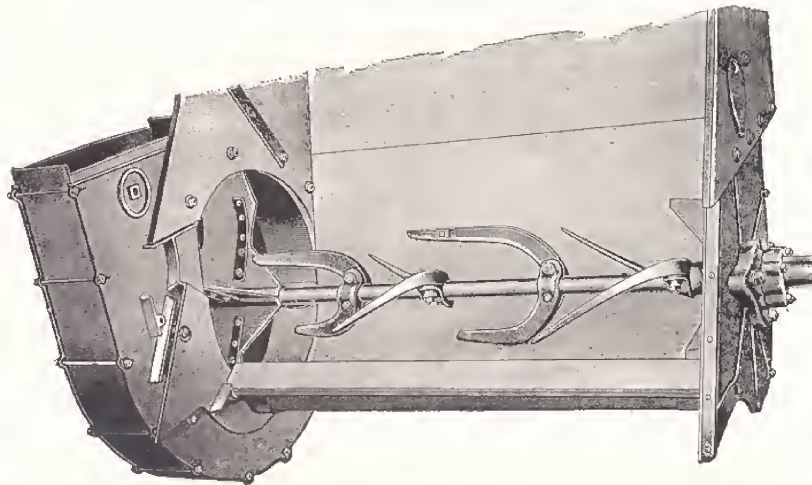
This Feeder is built especially for our Separators and will not fit those made by others.

Rear View



Easy running, simple, strong, efficient, good and true.

The Governor controls the speed of the carrier causing it to feed evenly, its action is quick and positive, the carrier acts as a detainer holding the lower portion of sheaf while the upper portion is allowed to pass on to the cylinder.



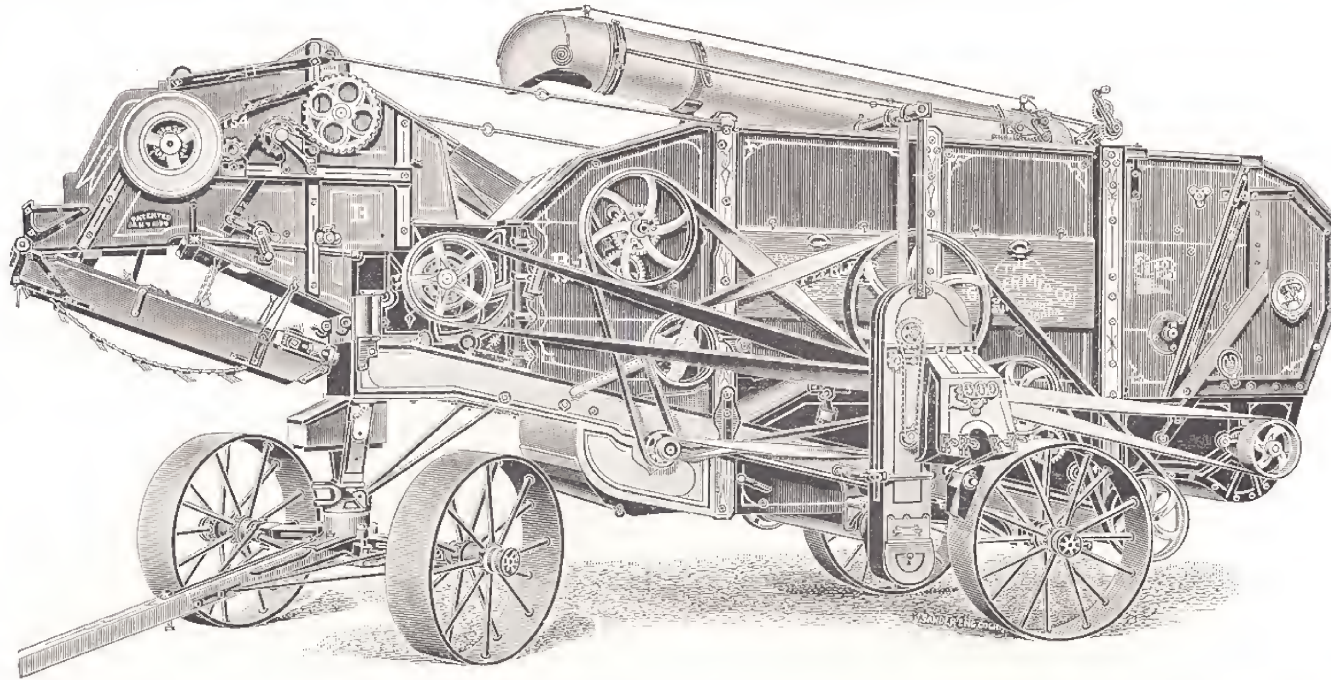
THE "PEERLESS" WIND STACKER

Telescoping, Automatic and Universally Deflecting. Maximum Length of Chute, 18 feet. Minimum Length of Chute, 10 feet. The Fan Shaft runs in large self-adjusting ball boxes, lined with anti-friction metal.

There are a great many wind stackers built, but for any and all conditions the "Peerless" Wind Stacker is master of the situation, is used exclusively on "Peerless" Separators and by the class of threshermen who will have nothing short of the best. The "Peerless" Stacker does its duty so thoroughly that every man who owns one is happy in his possession.

New "Peerless" Rice Thresher with Wind Stacker, Feeder and "Peerless" Bagger.

This machine is equipped with iron axles.



The evidence we submit in regard to our Rice Thresher, is even more than we claim for this wonderful machine; its threshing, separating and cleaning capacity, is simply extraordinary. It certainly has the "right of way" in the rice belt.

New Orleans, La., August 9, 1909.

The Geiser Manufacturing Co., Lake Charles, La.

The "New Peerless" Rice Thresher I have bought from you is doing excellent work. It is unquestionably the best machine on the American market today. During my career as a rice planter, I have used several makes of threshers and none can compare with the "New Peerless."

Yours truly, ALF. PLAISANCE.

Louise, Texas.

To Whom it May Concern:—In regard to the "New Peerless" Thresher, will say that the machine has given us the very best satisfaction. We expected a good deal of the machine on account of what Louisiana people had told us, but we found the machine talked louder for itself than anyone had for it. We consider it the only real rice thresher.

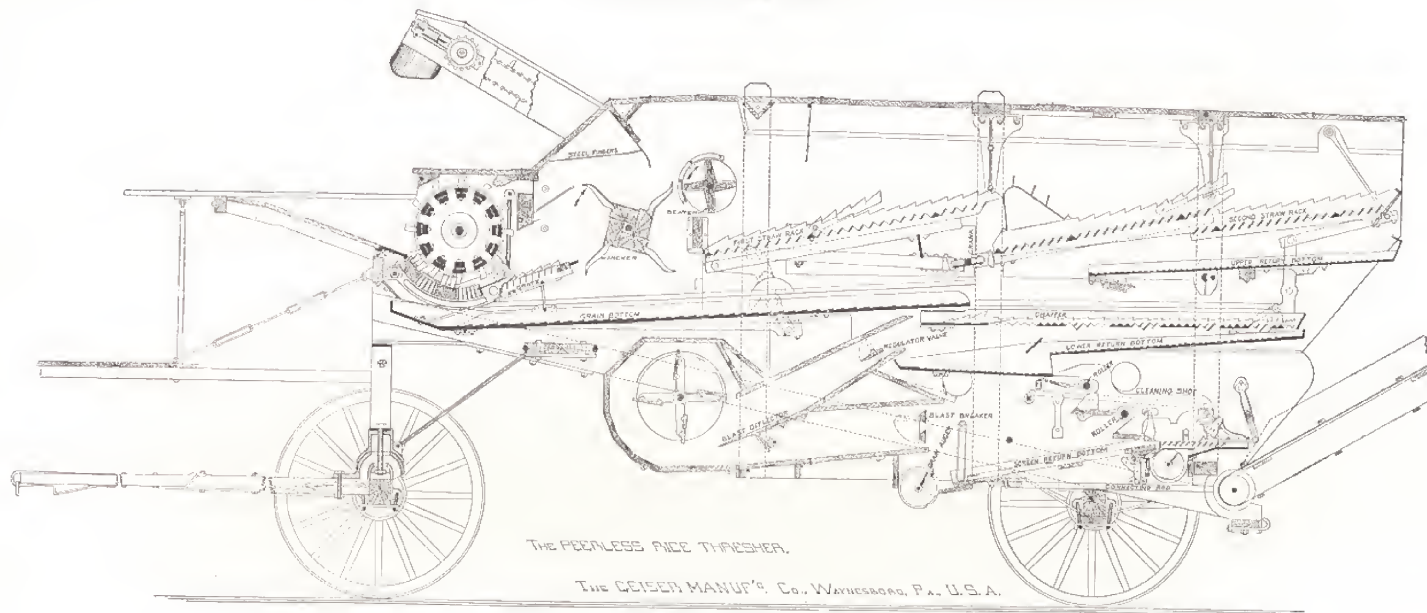
Signed, PAYNE & THOMAS.



A "New Peerless" Outfit Threshing Rice in Texas.

NEW "PEERLESS" RICE THRESHER.—Sectional View.

Doesn't it Look Good."



Roanoke, La.

Dear Sir:—As a rice miller I can say that the rice threshed by the "Peerless" thresher cups heavier and is better cleaned than that from other machines and we can usually tell rice that is threshed by the "Peerless" by the sample it makes.

Signed, J. G. ALLISON,

Mgr. La. Irrigation & Mill Co.

China, La.

Gentlemen:—Last Fall I bought one of your "New Peerless" threshers and found it to be one of the best separators that I have ever run and I have had a good deal to do with other makes of machines. It handles wet rice to perfection. I threshed 2843 sacks of rice in seven and one-half days for Mr. Daggett, during the heavy rains of last Fall. The rice was just soaked. In all the season's run I did not lay out one cent for repairs.

Yours truly, L. P. ERICKSON.

Welsh, La.

To Whom it May Concern:—The "New Peerless" threshing rig owned by J. W. Narans did the most satisfactory work of any outfit threshing on the line of my canal during the season.

Signed, E. M. CLARK.



The "New Peerless" in Louisiana.

Welsh, La.

Dear Sir:—We find that the "Peerless" Rice Thresher will put damp rice in the sack in better condition, on account of separating at the cylinder and by cleaning better makes a heavier sample than any other machine we know of.

P. H. Hoag, Jennings, La.

Wm. B. Gabbert, Welsh, La.

A. C. Wilkins, Jennings, La.

D. Thomas, Roanoke, La.

Wm. P. Russell, Jr., Welsh, La.

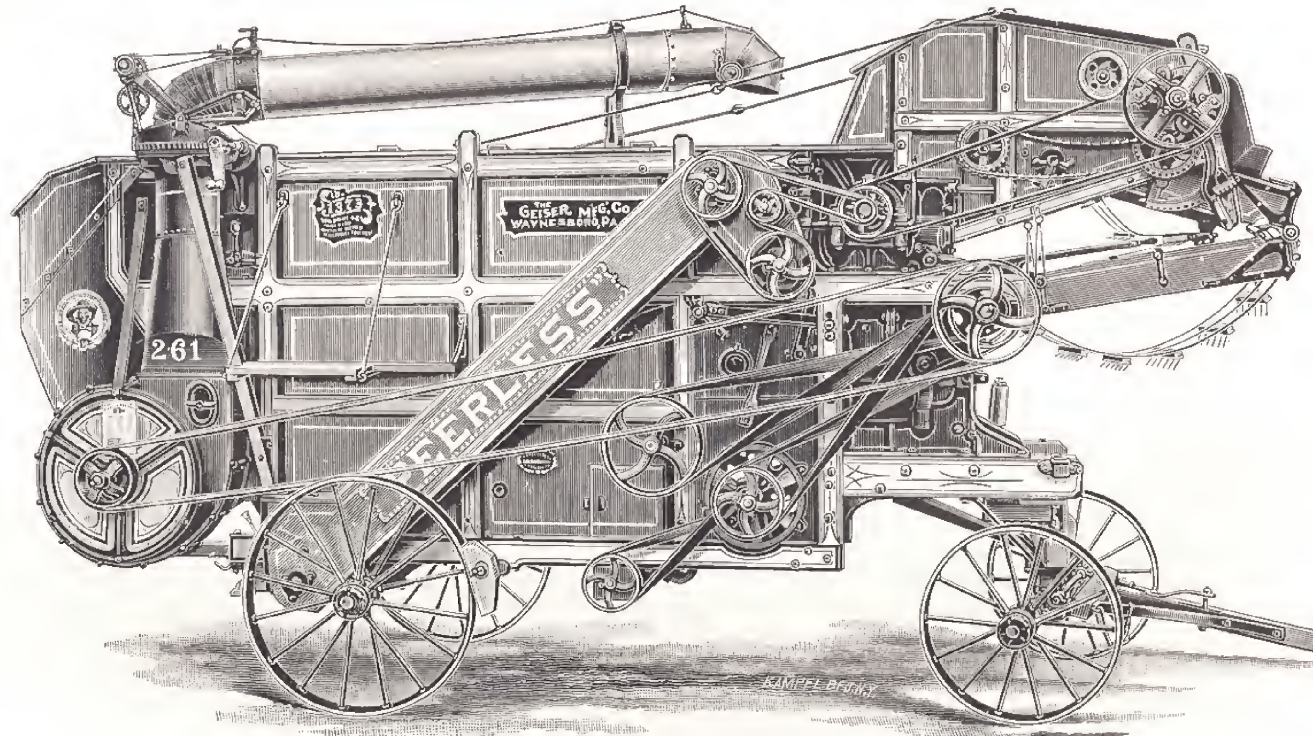
From the Rice Belt Journal.

Welsh, La., Oct. 30, 1908.

What is probably the record threshing run ever made in this part of the State, if not in the rice belt, was finished Saturday afternoon by Messrs. Cline Brothers & Day. The gentlemen have a "New Peerless" outfit and were threshing on the C. A. Austin farm where they ran through 679 sacks of rice in eleven (11) hours. This is better than a sack a minute for the entire time, a record that is hard to beat.

To those not familiar with the "sack" would say that a sack is equivalent to five bushels, and 679 sacks is the equivalent of 3,395 bushels.

The Discharge Pipe of Stacker does not Telescope and is Oscillated by means of the Crank shown.



No. 6 "Peerless" Clover and Alfalfa Huller, Left Side.

Size: 30 x 37½

The "Peerless" has greater capacity than any other huller of same size.

The "Peerless" is one of the most compact and convenient hullers on the market. The front wheels cut under, admitting of the shortest possible turn. It is built of the best materials, and in the same substantial manner which characterized all the machinery built by us.

We have a device for preventing hard substances from passing into the lower cylinder and damaging it. This is also an improvement which is almost indispensable, as it is immediately under the control of the feeder and should a stone, stick, or any like substance pass through the top cylinder, it can be shut off from the lower cylinder at once by pulling out a rod convenient to the feeder's hand (see cut page 39).

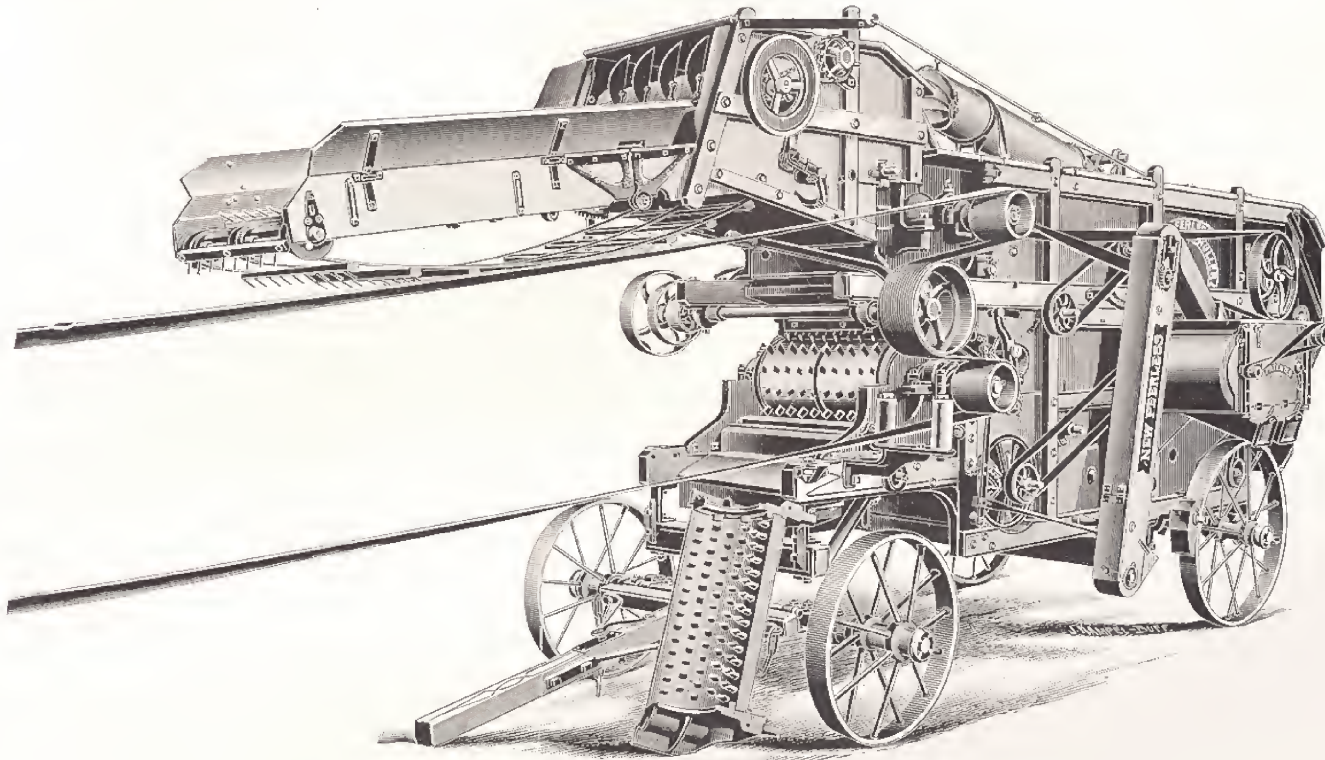
The fan used on the "Peerless" Huller has no equal. This is the only huller built in which the blast is self-regulating and is not affected by varying speeds of the machine. There are no old-style blinds or shutters on the "Peerless" Huller.

The shoe is so arranged that the riddles can be regulated at any desired angle to meet any conditions of seed. The recleaner is thorough in its operation and the seed is cleaned ready for market. Special attention is called to cylinder and concaves.

ASK THE MAN WHO OWNS ONE.

AN IMPORTANT POINT OF MERIT.

The cut shows our new device by which the whole lower cylinder can be exposed in a moment and the concaves taken out. The advantage which this improvement possesses over other hullers makes the "Peerless" far superior to any machine of its class manufactured.



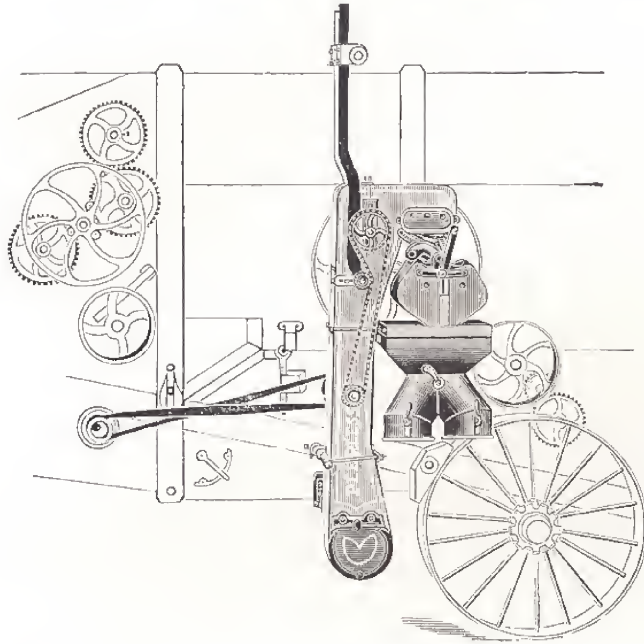
No. 6 "Peerless" Clover and Alfalfa Huller—Right or Recleaner Side.

Showing section of concaves removed from over the lower cylinder and method of belting.

Anyone who has ever had a clover huller to choke up on a cold day will fully appreciate the above feature of the "Peerless."

ASK THE MAN WHO OWNS ONE.

LOW-DOWN
"PEERLESS" WEIGHING BAGGER.

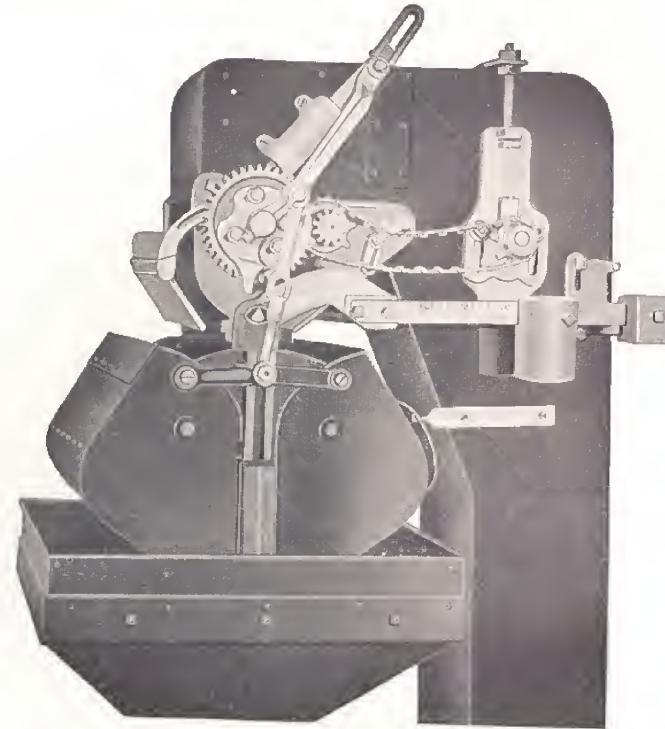


It's a "Two Bagger" made by us, for use only on the "Peerless" and Geiser Threshers, can be used on either side the machine and it never falters.

The following are a few of the many Gold Medals and First Prizes awarded to "PEERLESS" Machinery.

Jamestown Exposition, 1907.
St. Louis Exposition (World's Fair), 1904.
Chicago Exposition (World's Fair), 1893.
Richmond, Virginia, State Fair, 1888.
Louisville, Kentucky, Exposition, 1884.
South Carolina Agricultural and Mechanical Society, 1883.

THE "PEERLESS" WEIGHER.



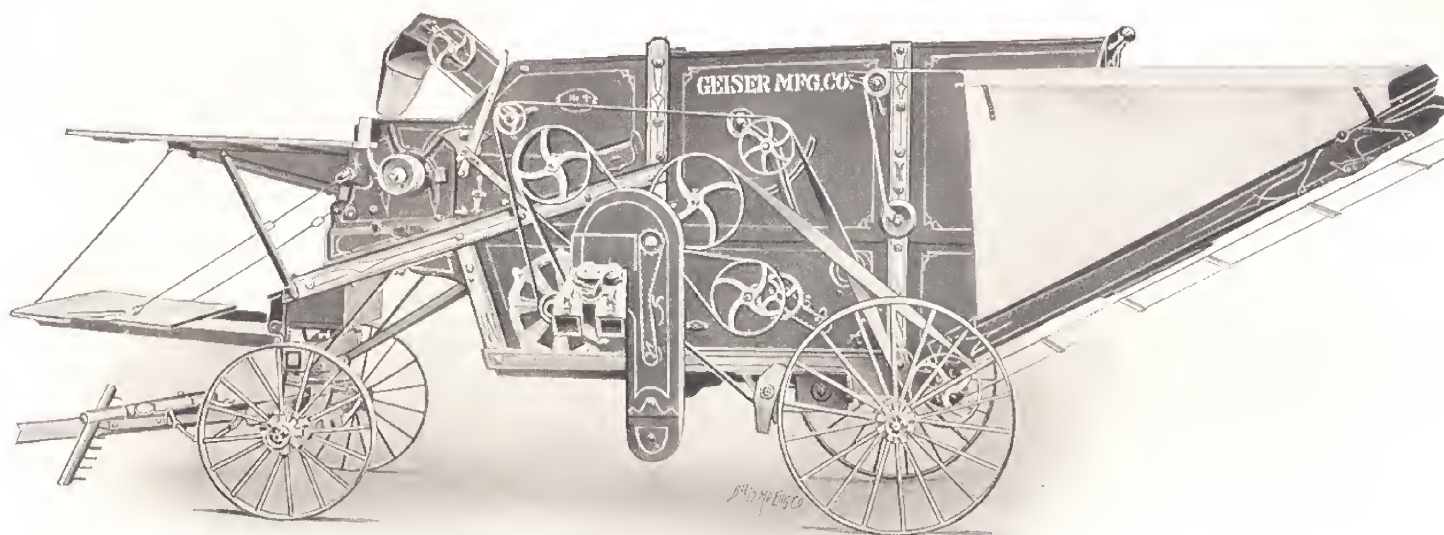
Here's a cut of our self-contained "Peerless" Weigher. It does its work perfectly, it is simple, strong, durable and efficient.

Charleston, South Carolina, Exposition, 1882.
Cincinnati, Ohio, Industrial Exposition, 1881.
Atlanta, Georgia, Cotton Exposition, 1881.
Pennsylvania State Agricultural Society, 1879.
Anderson, South Carolina, Farmers and Mechanics' Association, 1881.

THE NOS. 4 AND 5 "GEISER" SEPARATOR.

Belt Side

(For Steam, Gasoline or Horse Power.



The Bagger is an extra and can be attached on either side of No. 4 and No. 5 "Geiser."

Sizes 24 x 32 and 27 x 39.

A Wind Stacker can be attached to the No. 4.

These Separators will also thresh beans and peas; we can furnish the necessary attachments which are an extra.

For Detailed Description of the Nos. 4 and 5, see Special Catalogue (sent on application).

*The Geiser Manufacturing Co.,
Waynesboro, Pa.*

Washburn, W. Va.

Gentlemen:—We have closed up our fifth year threshing with the "Geiser" No. 4. This is my forty-second year in the threshing business and I must say the No. 4 is the best machine I ever handled. It just suits our hills.

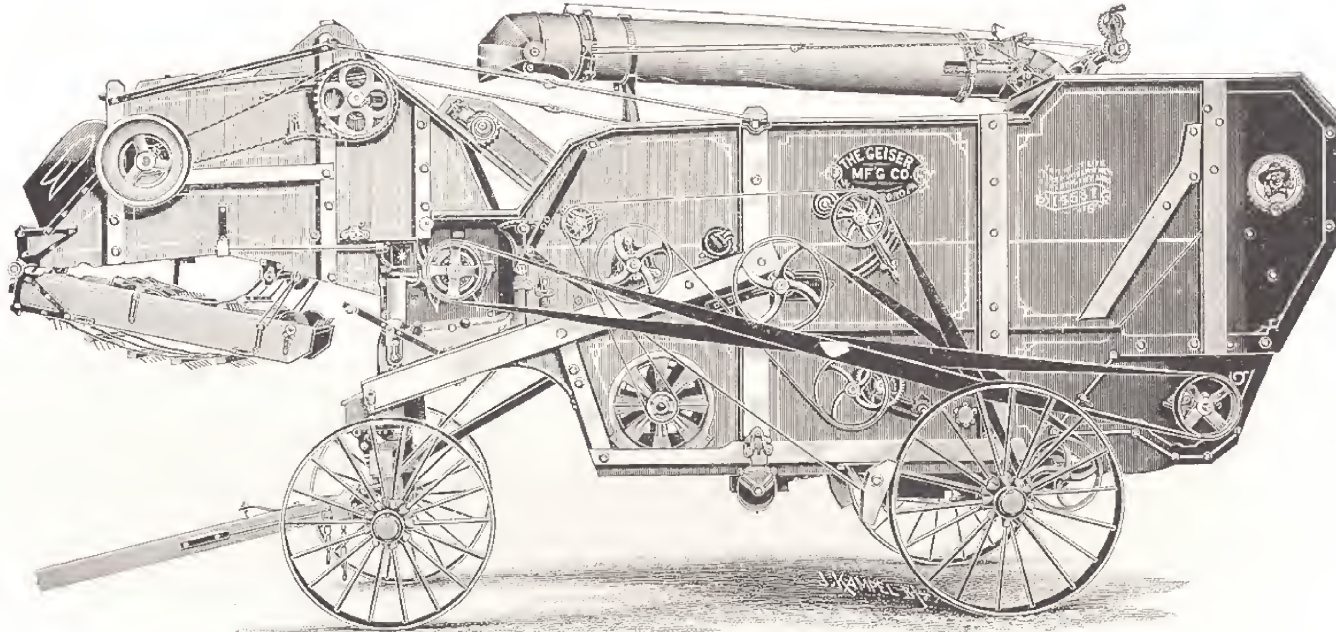
Yours truly,

W. B. CARPENTER.

THE LITTLE GIANT.

Here's a "Hummer" For The Independent Farmer.

Ask the Man Who Owns One.



The No. 4 and 5 "Geiser" Separator with Wind Stacker and Feeder Attached.

Adapted to Steam or Gasoline power. Size, 24 x 32 and 27 x 39.

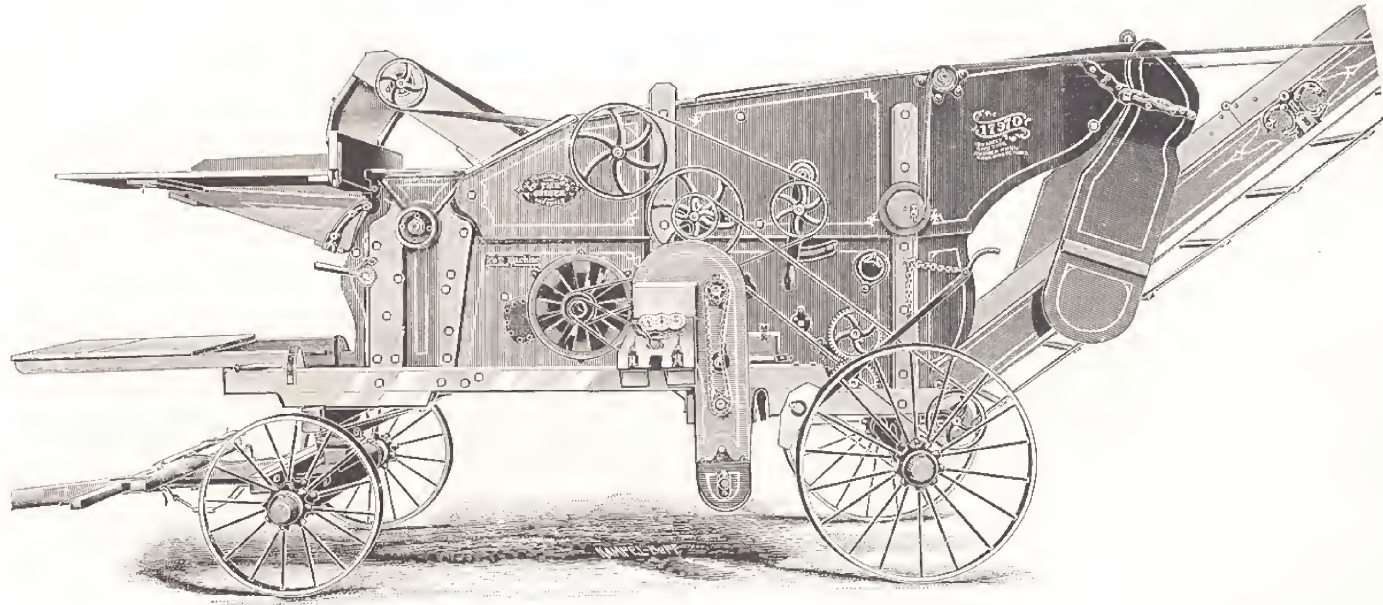
The discharge pipe of the Wind Stacker telescopes but is oscillated by means of crank (not automatic).

Our Nos. 4 and 5 Separators are marvels of compactness and capacity. They are away and far beyond any machine on the market of similar size. The deflector separates nine-tenths of the grain at the cylinder. For something neat and light, and yet substantial, Nos. 4 and 5 are in a class alone.

This Machine is also Built as a Rice Thresher.

THE ORIGINAL "GEISER"

Runs smooth as oil with our Gasoline Engines.



The Bagger is an extra.

Size 25 x 29.

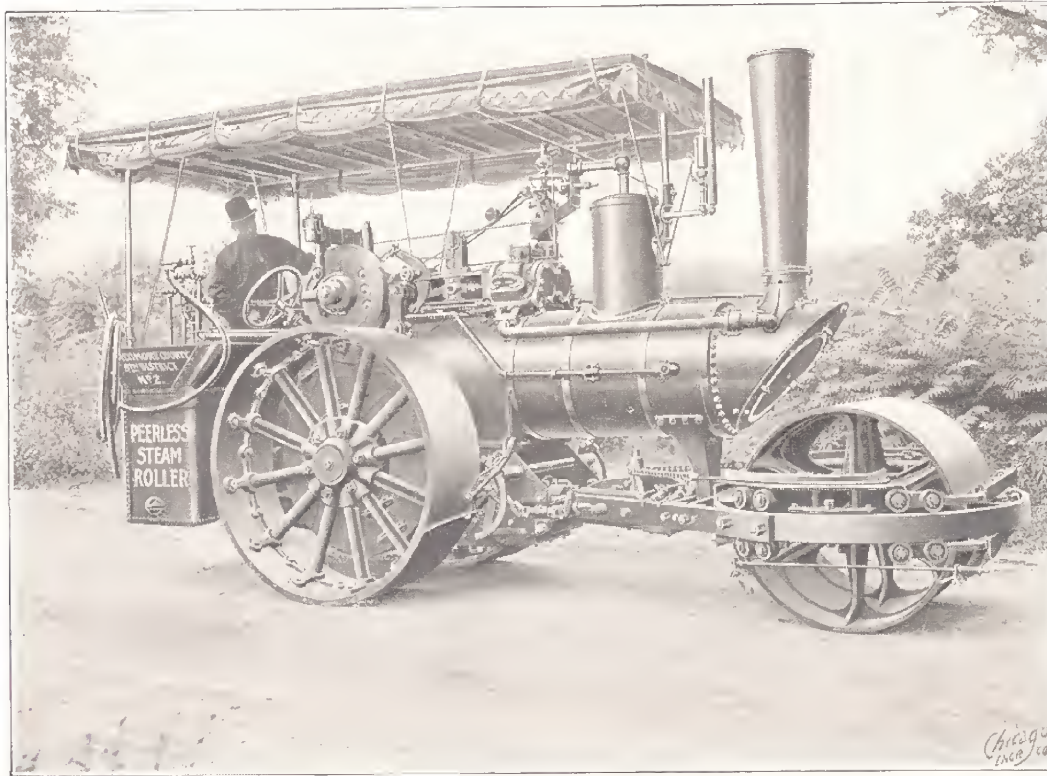
This cut represents the No. 3 "Geiser" Separator on four wheels, with elevator and folding stacker. This machine is well adapted where crops are not large and much hauling is to be done, as it is light and easily handled, and with our six horse-power, Class F "Peerless" Steam Engine makes a complete outfit. Our No. 5 Triple-Geared Horse-Powers and Gasoline Engines are well adapted to run these machines.

ASK THE MAN WHO OWNS ONE.

Special Catalogue Sent on Application.

"PEERLESS" ROAD ROLLERS.

ABSOLUTELY GUARANTEED.



A Ten Ton "Peerless" at Work in Baltimore County, Maryland.

The Latest and Most Up-to-Date Roller Built.

If interested, send for Special Catalogue.

Office of
Baltimore County Roads Engineer
Towson, Md.

September 26, 1910.

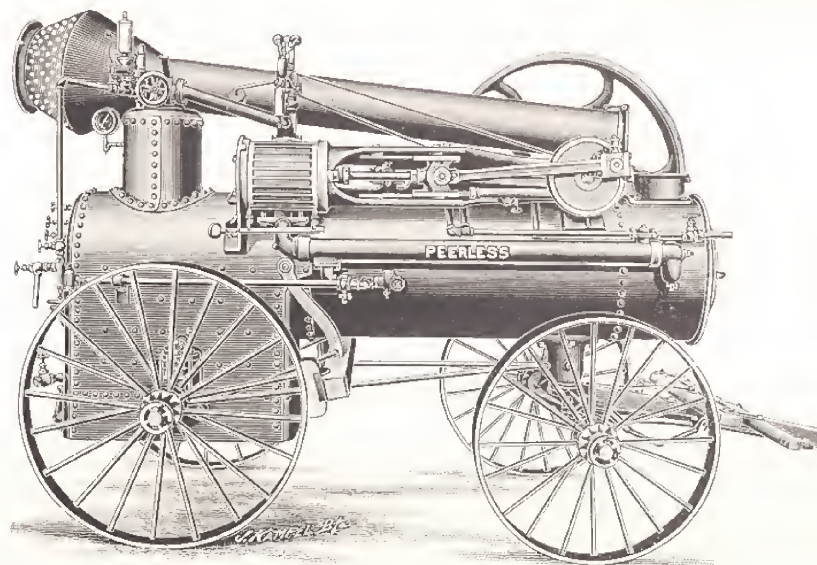
The Geiser Mfg. Co.
Waynesboro, Pa.

Gentlemen:

In reply to your inquiry will state that the "Peerless" roller purchased by Baltimore County from your Company up to date has given entire satisfaction, and we have been very much pleased with the way it has been operating.

Very truly yours,
Henry G. Shirley,
Roads Engineer.

THE BEST GENERAL PURPOSE PORTABLE ENGINE BUILT.



The "Peerless" Portable on Wheels—4 to 15 Horse-Power.

The larger sizes (20 to 35 Horse-Power) are mounted on heavier truck, specially adapted for use with saw mills (see special catalogue.) Any of these engines can be furnished on skids or sills and with cross-head pump instead of injector.

This entire Engine is carried on coil springs when traveling on the road, but is taken off when in operation by turning down set screws provided for that purpose. It is also mounted on sills, when so ordered, and built as complete in every particular (except truck) as when mounted on wheels. These engines are specially adapted to all work for which portable engines are used.

These engines are furnished regularly with injector.

The Geiser Manufacturing Co.

Scottdale, N. C.

Dear Sirs:—The "K" engine (15 Horse-Power) we bought from you has given good satisfaction and we are well pleased with same.

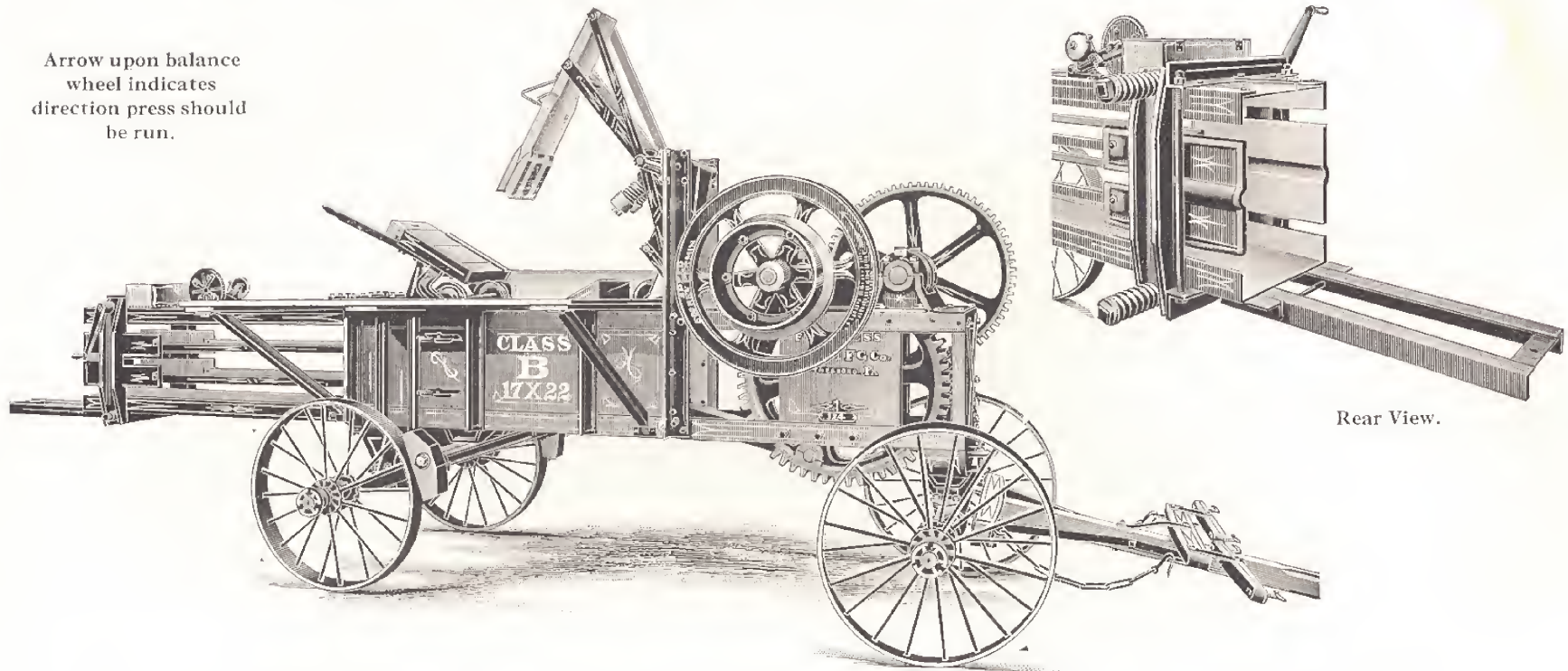
Yours respectfully,

SHEPPARD & ADAMS.

THE "PEERLESS" HAY PRESS.

The "PEERLESS" PRESS makes a square and a heavy bale, permitting the loading of full weight in car and the saving of freight, which is quite an item.

Arrow upon balance
wheel indicates
direction press should
be run.



6 to 10 H. P. will operate a "Peerless" Press, according to the amount of work you want to do.

In two sizes, 14 x 18 and 17 x 22.

A model of simplicity and the proportionate strength of its parts. Frame is steel, the strain is evenly distributed, bearings are rigid, of proper size for strength, cannot get out of line, feed table is supported by bale chamber, no props required, is built a medium height from the ground, which adds to the ease of the work of tying the wire and pitching the hay on the feeder platform. The principles of operation of the feeder are altogether from the feeders of other presses. On the "Peerless" it is operated by a swinging link motion, in a perfectly timed and noiseless way. The press could be run to a very high speed and the feeder would work entirely free from jar and vibration.

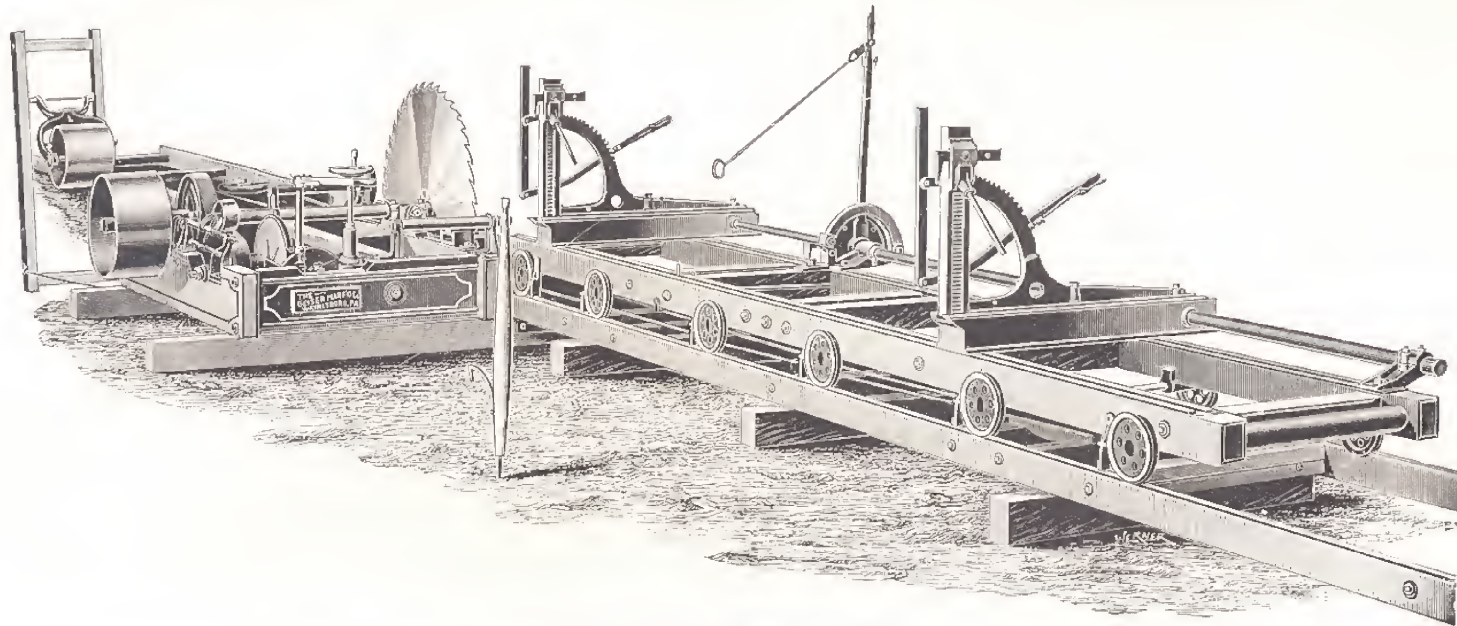
The folder works splendidly and the bales from the press are smooth and even.

THE "PEERLESS" PORTABLE CIRCULAR SAW MILLS HAVE NO EQUAL.

ACCURATE

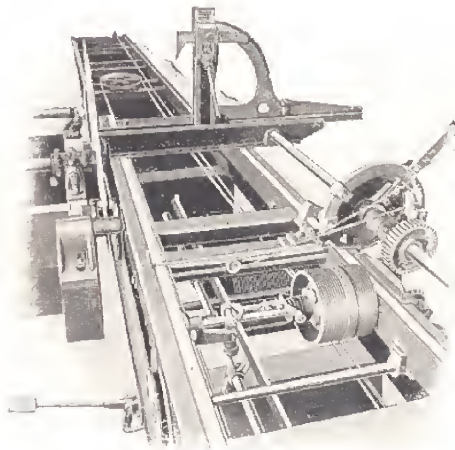
THEY ARE MONEY MAKERS FOR THE OWNERS.
CONVENIENT

SUBSTANTIAL



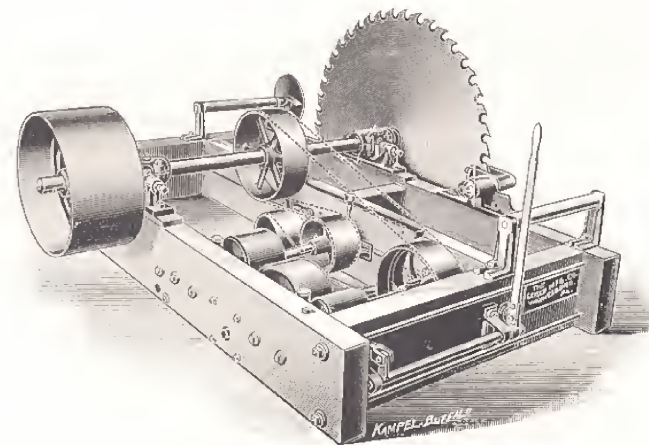
Our No. 3 Mill, Single or Double

This cut shows the parallel knees and rope feed, which are extras and only furnished when especially ordered.
Write for our Saw Mill Catalogue.

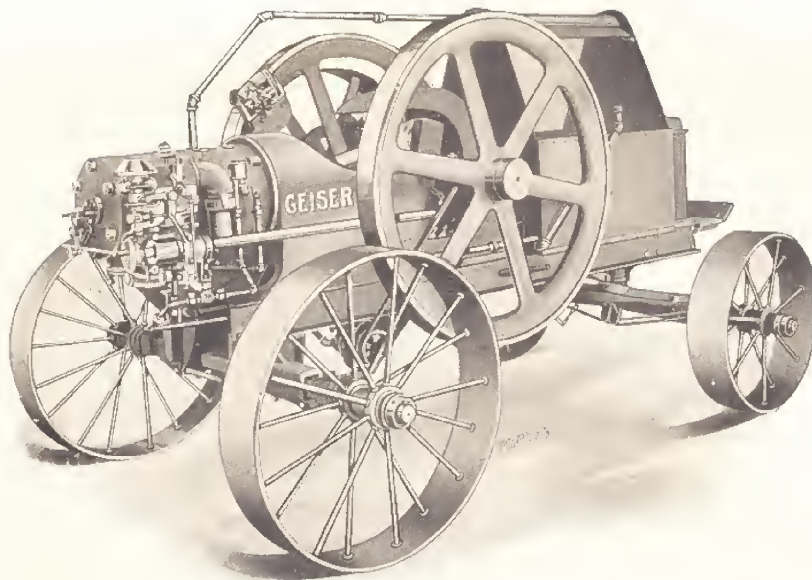


Our Foot Lever Power Receder.

ASK THE MAN WHO
OWNS ONE



Our Straight Line Belt Feed.



6 to 22 H. P. Closed Jacket with or without Screen Cooling Tank.

INVESTIGATE IT.

Let us get into communication with you, either through one of our branch houses, one of our local agents, or through our Home Office, as you like. You will receive prompt and courteous treatment.

We also build Stationary Engines in the following sizes: 6, 8, 10, 16, 20 and 22 horse power, and furnish all necessary tools and fittings to operate same.

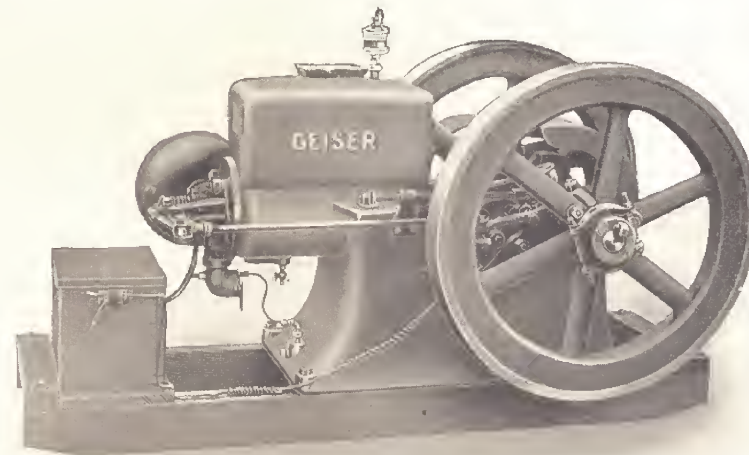
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TO PROSPECTIVE BUYERS.

There are Gasoline Engines, some good, some bad, some indifferent, but there is but one "Geiser" and during the past fifty years this name on a piece of machinery has carried with it the assurance of quality, the assurance that the machinery to which it is attached is of best material, well constructed and just what it is represented to be, and nowhere and in no case is this assurance more absolutely necessary than when considering the purchase of a Gasoline Engine.

OUR GASOLINE ENGINE

Is up-to-date, simple in construction, convenient to operate, economical in fuel and guaranteed to deliver its rated horse power.



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